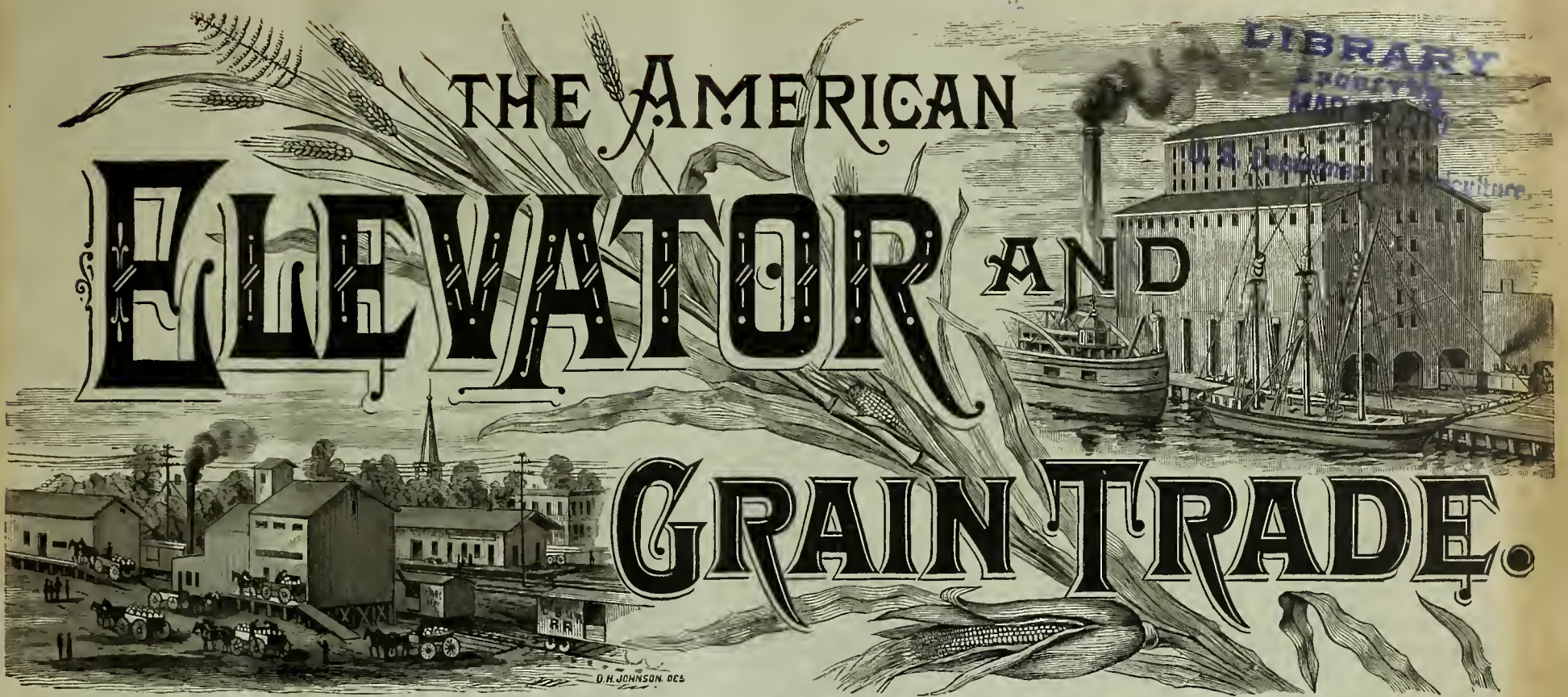


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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY
MITCHELL BROS. COMPANY,
(INCORPORATED.)

Vol. XVII.

CHICAGO, ILLINOIS, OCTOBER 15, 1898.

No. 4.

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EXCELSIOR Dustless Warehouse and Elevator Separator,
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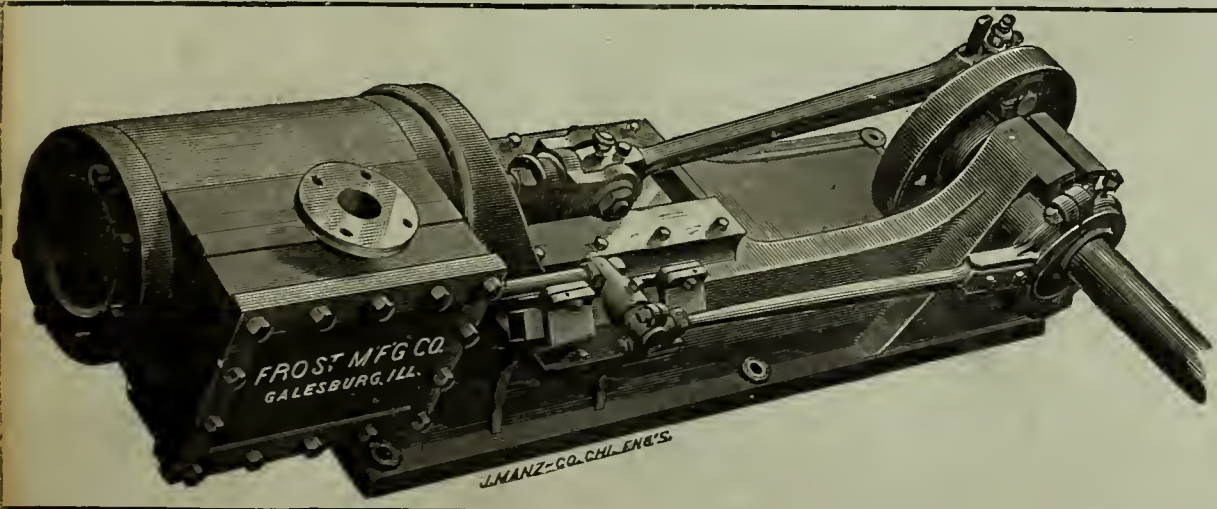
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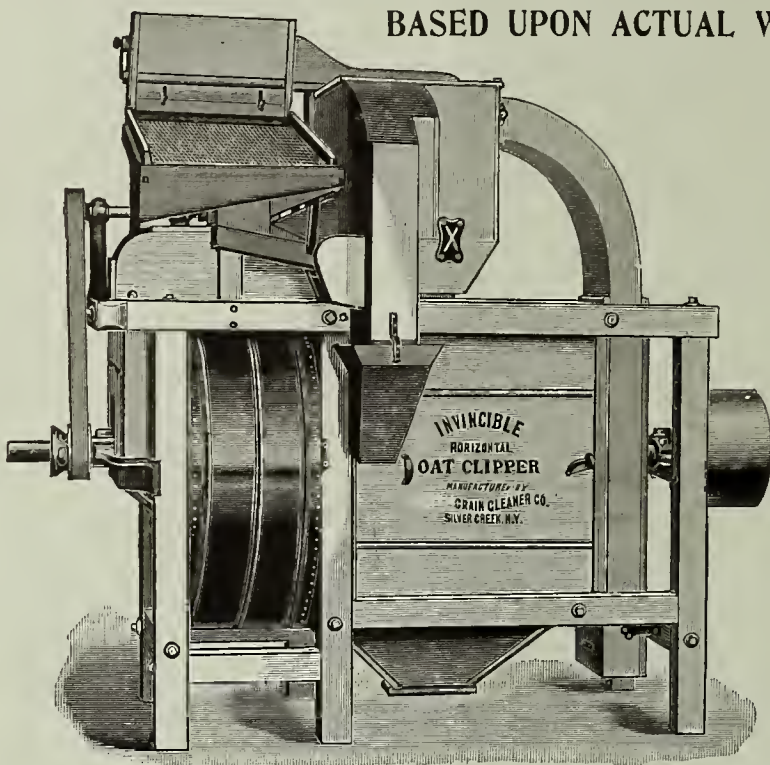
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BASED UPON ACTUAL WORK AND RESULTS OBTAINED.

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Is known throughout all sections of the country where oats are handled. To gain this required a careful study and honest purpose. To maintain it requires good machines, made upon honor. It takes a good machine to induce a man to order the second, third and fourth. This is what many INVINCIBLE users are doing. If you have not an INVINCIBLE you are doing yourself an injustice. It saves what others waste. Send for references.



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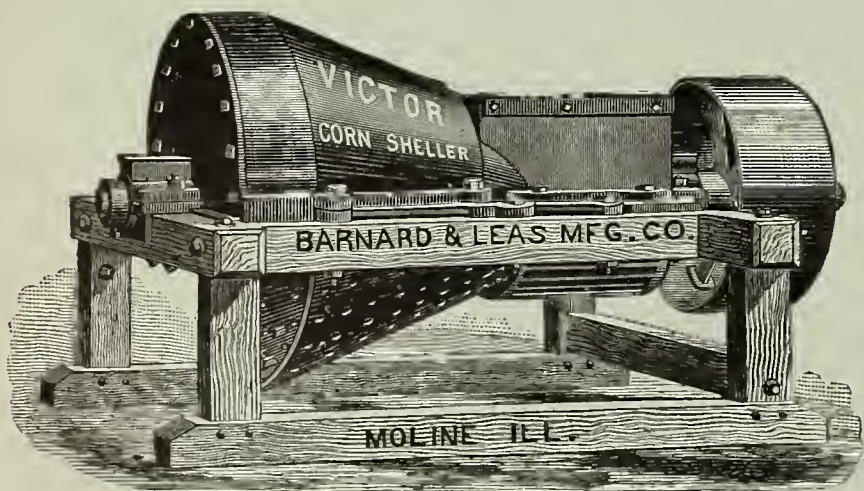
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Barnard's New Horizontal Adjustable Warehouse Scourer

IS THE BEST SCOURER IN USE.

Of Large Capacity. It is also the Best Oat Clipper in Use.

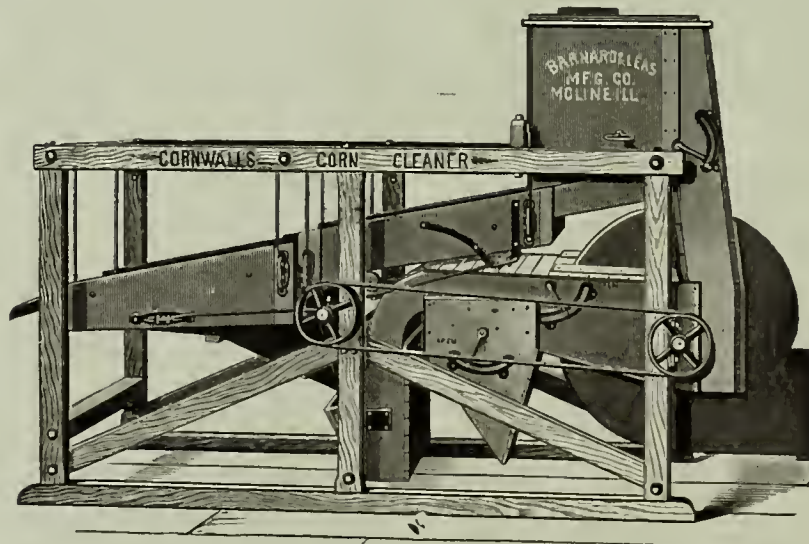
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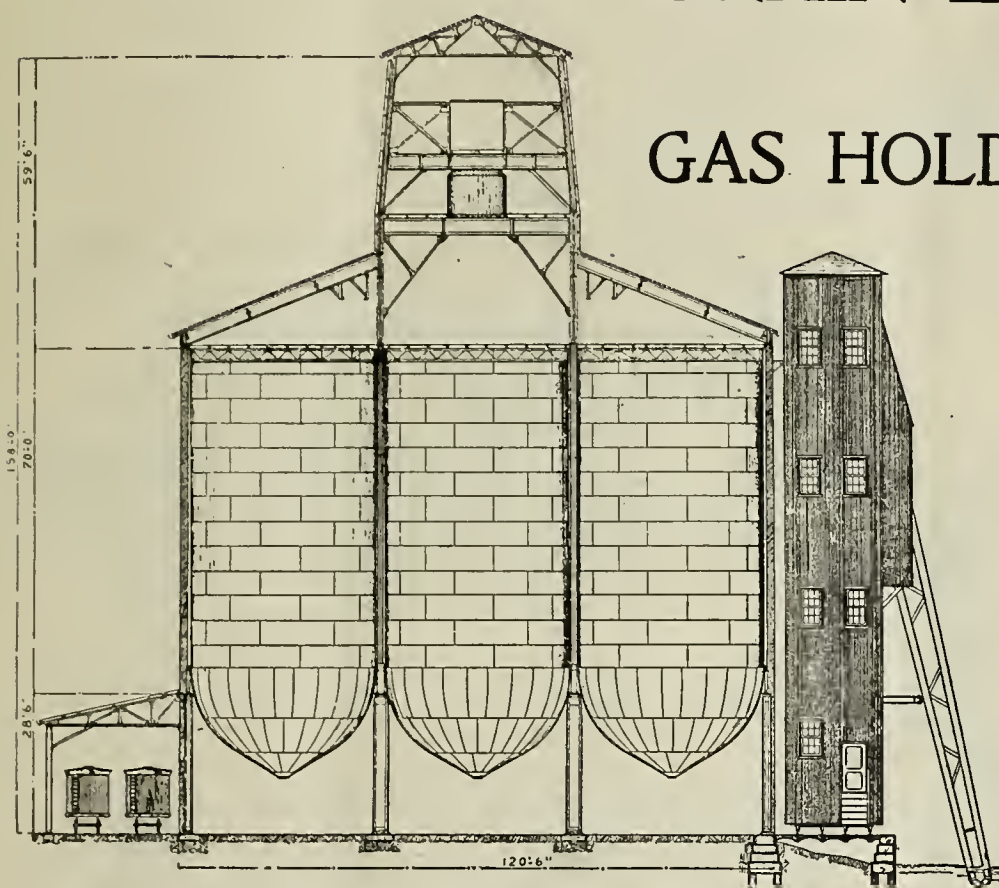
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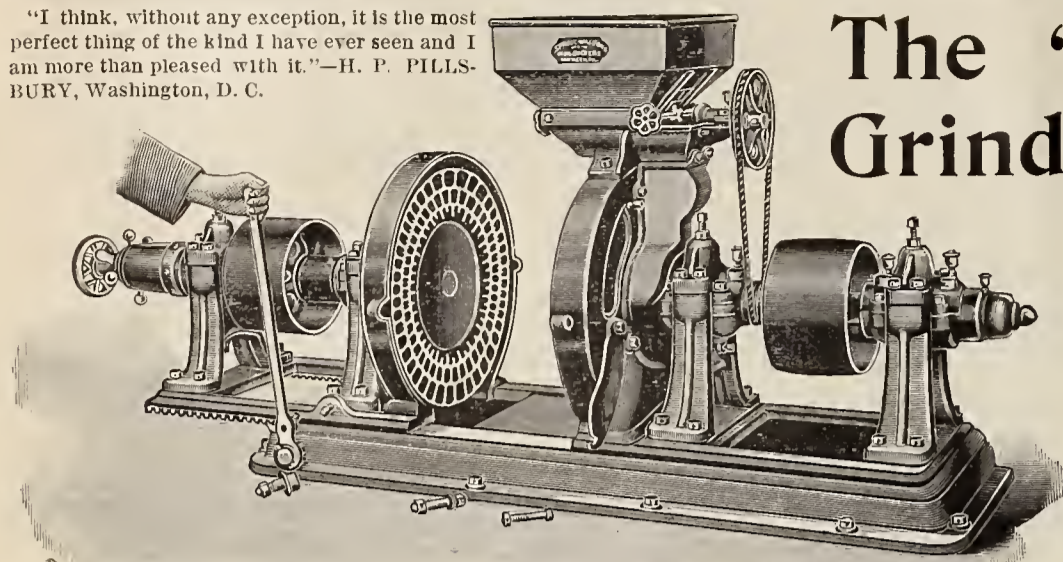
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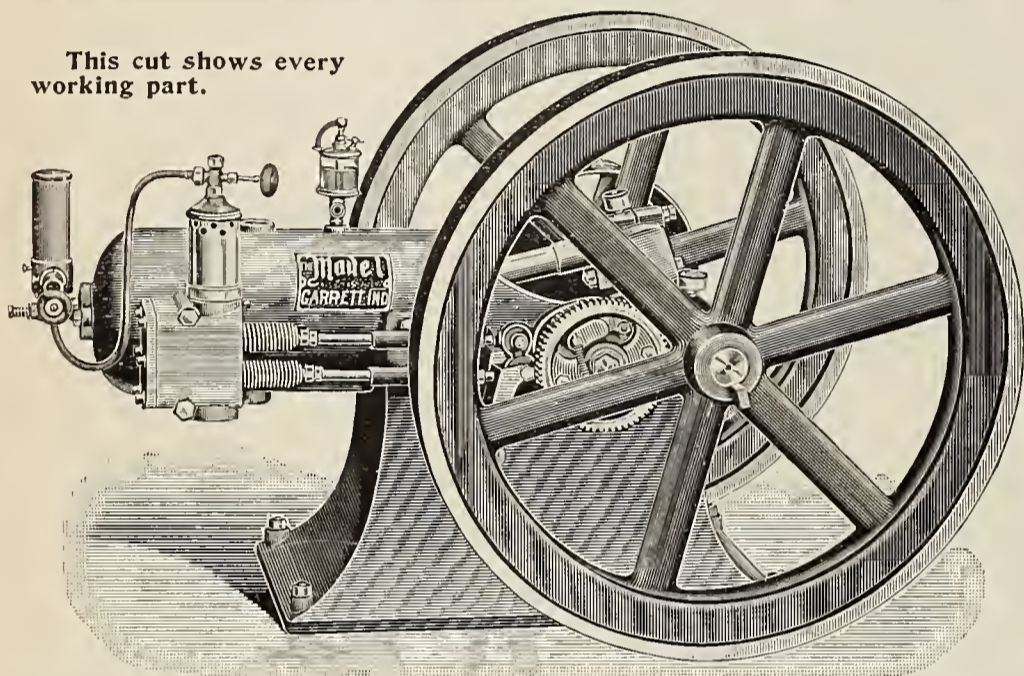
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Simplicity, Durability, Economy and Reliability.

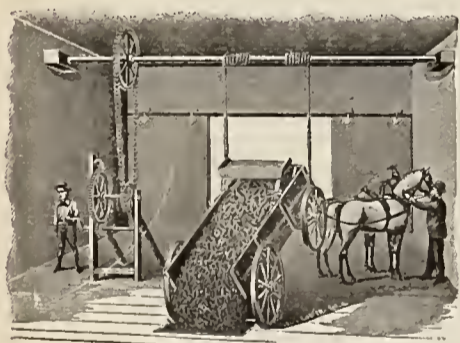
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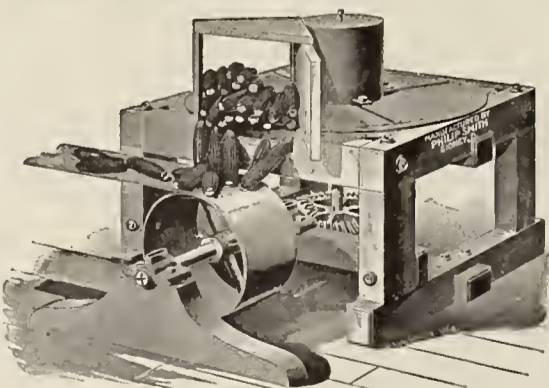


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The Marquis Patent Ear Corn Elevator and Sheller Feeder.

Feeder will feed corn from the dump to the elevator or sheller with or without drag belt. Will feed 100 to 1,500 bushels per hour without any attention. Can be regulated to the capacity of the sheller or elevator while in operation. Can be made to feed either sheller or elevator by changing reverse board. It is made of iron and is very durable. It will last a lifetime. Can be applied to dump now in use at very little expense. We have over 5,000 of these machines in use that are giving universal satisfaction. Prices furnished on application.



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Use Ajax and Run no Risk of Accident.

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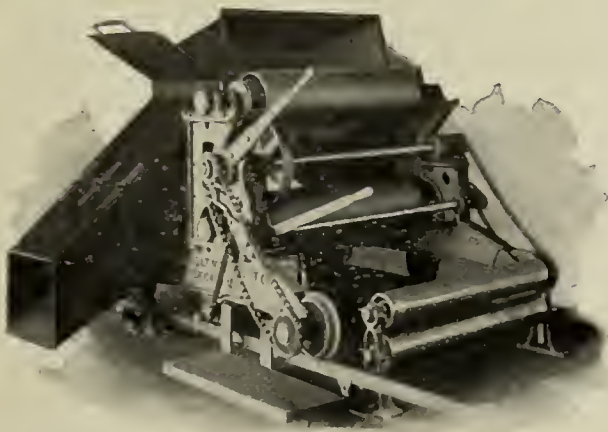
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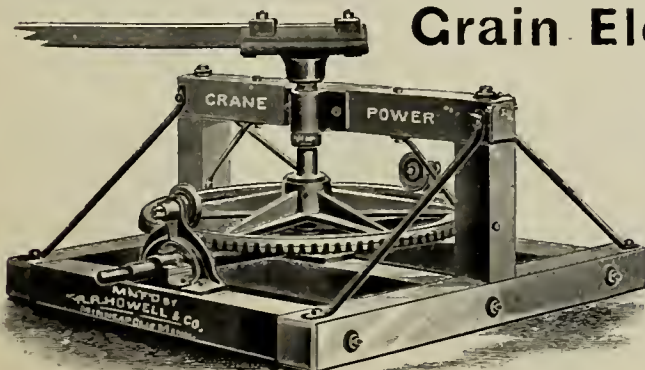
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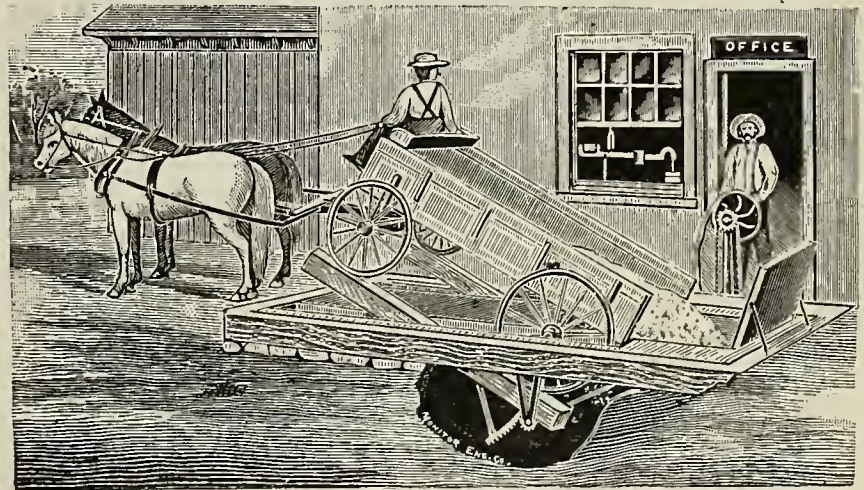
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At FIFTY CENTS apiece are CHEAP, but they do not represent a better investment than we offer the "elevator and grain trade" in our

Controllable Wagon Dump.

WINCHESTER, ILL., February 4, 1896.

MESSRS. SAVAGE & LOVE CO., Rockford, Ill.

GENTLEMEN:—Your favor of the 28th ult. received and noted. Last July I put one of your Controllable Wagon Dumps in a Fairbanks, Morse & Co.'s 22-ft. scale, and it has given me entire satisfaction in every respect. In this locality the bulk of grain is as yet handled in sacks, and by tipping the Dump about one-half it makes a nice slant, making it very easy to pull the sacks to back end of wagon, where strings are cut and grain runs out into bin below. Every farmer, without exception, speaks in glowing terms of the merits of this Dump. In unloading loose grain from wagon there is no dump that will equal yours in being easily handled and always under control of operator. No scaring horses, no dropping of wagon and no noise. I consider a grain elevator incomplete without the Savage & Love Controllable Wagon Dumps.

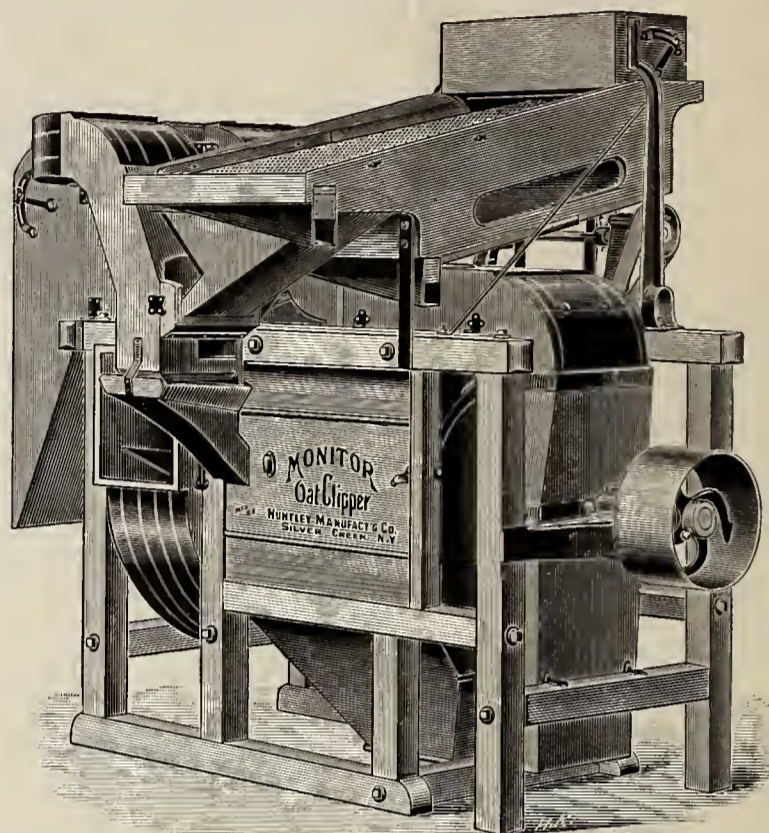
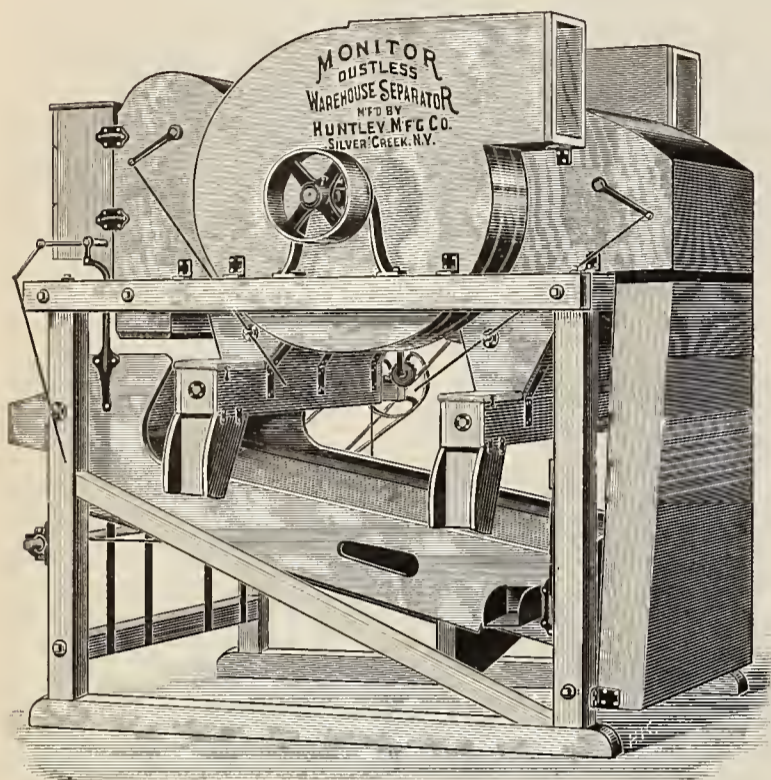
Yours truly,
M. C. WOODWORTH.

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THE SAVAGE & LOVE CO., Rockford, Ill.

FAIRBANKS, MORSE & CO., St. Paul, Minn., Northwestern Agents.

Grain Cleaners.—Oat Clippers.



THE MONITORS.

The superiority of the "Monitors" over every other machine for the purpose is conceded by all experts in oat clipping and grain cleaning.

Acknowledged to be the best built, the lightest running and the most economical to use.

If there is a prominent modern elevator in your vicinity, step in and examine the machines. You will find them at work. Then judge for yourself.

The Monitor Smutter

Will clean your smutty wheat, if you have any, and bring it up to grade. You know what this means.

We are leaders in this line, and manufacture only high-grade machines.

We do not offer them in competition with any other make of clippers or cleaners or smutters, so far as price is concerned. It is poor policy to place a machine on the basis of price only.

—WRITE US—

Huntley Mfg. Co., Silver Creek, N. Y.



A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

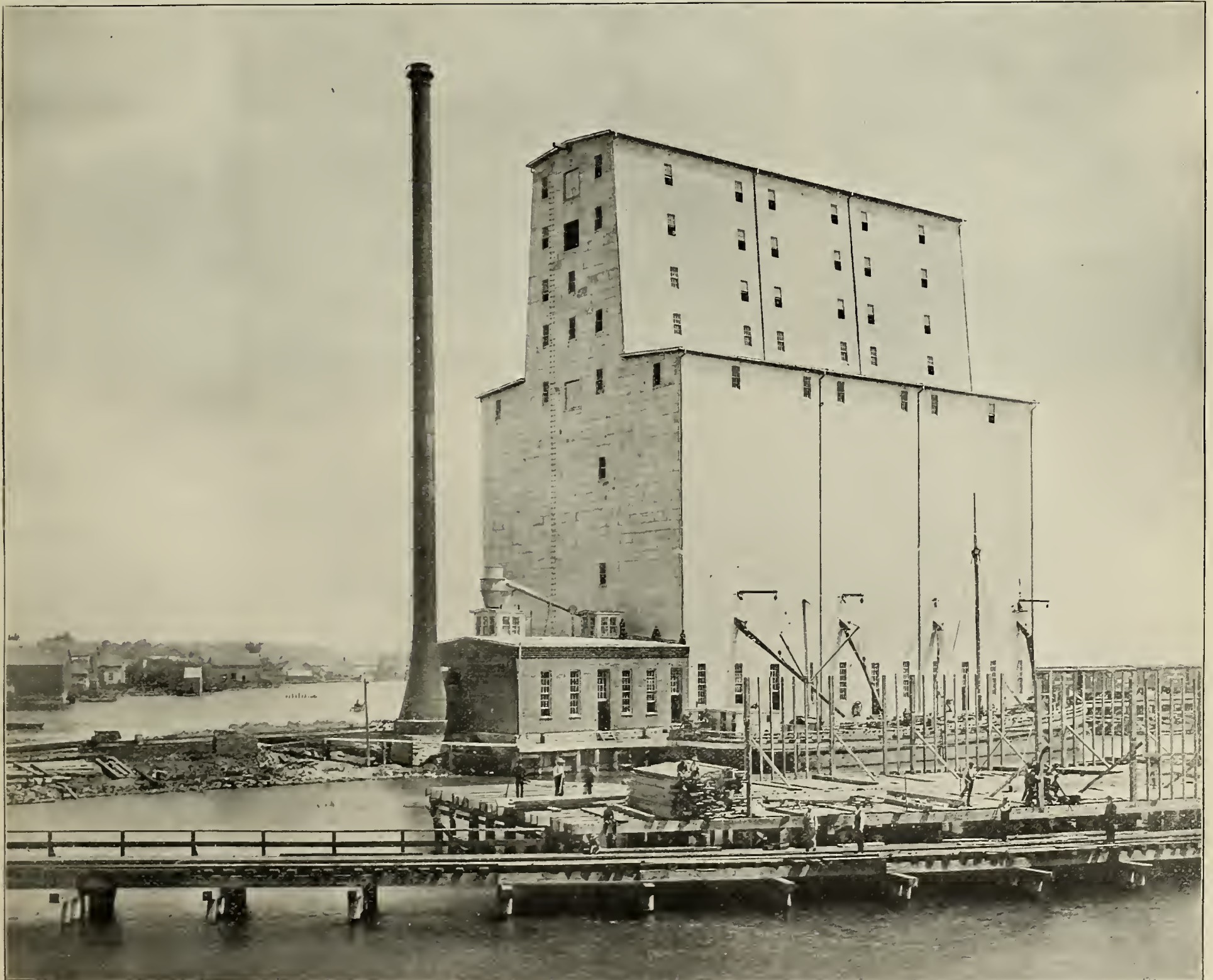
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VOL. XVII.

CHICAGO, ILLINOIS, OCTOBER 15, 1898.

No. 4.

{ ONE DOLLAR PER ANNUM
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THE ELEVATORS OF THE PARRY SOUND ROUTE—J. R. BOOTH'S ELEVATOR AT COTEAU LANDING, QUEBEC, CANADA.
Designed and Constructed by John S. Metcalf & Co., Chicago, Ills.

THE ELEVATORS OF THE PARRY SOUND ROUTE.

A new grain route has been opened from the Northwest by way of Lake Superior, Lake Huron and Georgian Bay, to Parry Sound, thence east by cars over the Ottawa, Arnprior & Parry Sound and Canada Atlantic roads to Coteau on the St. Lawrence, and thence to Montreal by barges. This is almost a direct east and west route, from Duluth, and, in point of time, has this season, handling American grain, proved a record-breaker, shipments from Duluth to Montreal having occupied only a week in transit, or three days shorter than the other water routes, while Chicago grain has been landed at Montreal via this route in $6\frac{1}{4}$ days. But the necessity of twice breaking bulk on the route has been said by a Boston paper to have made "the managers of the older lines smile as they figure the cost, both in power and time;" but they are no longer smiling, in all probability, at the record-breaking time made, while the elevator equipment of the route may this season so facilitate and reduce the cost of breaking bulk as to cause an end of their smiling, as the managers of other lines "figure the cost in power" in that direction. The route, however, was opened but recently, and time has yet to determine fully its ability to hold its own in the competition for business.

Mr. J. R. Booth is the directing spirit and owner of the railroad from Parry Sound to Coteau, and in order to develop the business of his road has built at the water ends of this route the two storage and transfer elevators shown in our illustrations herewith, which, as will be seen, are up-to-date in every respect, both having been designed and erected by John S. Metcalf & Co., the well-known engineers and grain elevator builders of Chicago. The elevator on Parry Sound (Georgian Bay) was built last year to receive grain from the lake vessels arriving from the West and transfer it to the cars of the Ottawa, Arnprior & Parry Sound Railway; while the Coteau house was built last winter, thus completing the equipment of the Parry Sound route, which is now in full operation.

The Parry Sound Elevator, a picture of which is shown on this page, was the first of the two elevators completed for Mr. Booth. At this house grain is received from the line of boats on the lakes and transferred to cars. The elevator is of the storage type, and is 80 feet wide by 290 feet long, with bins 70 feet deep. It has a capacity of 1,000,000 bushels. It stands back from the face of the dock 100 feet, and on the wharf is a marine tower containing a marine leg of 15,000 bushels capacity per hour, and all grain for this elevator is received by it. The leg is supplied with a pusher and marine shovels. In the tower is a receiving scale of 200 bushels' capacity. The tower is connected with the elevator by means of a belt gallery containing a 36-inch belt conveyor.

A loftier leg of 16,000-bushel capacity in the elevator receives the grain from this conveyor, and by means of two belt conveyors over the bins will discharge it to any bin in the house. Underneath the bins, in the basement, are two systems of belt conveyors, which bring the grain from the bins to the working end of the elevator and discharge to two shipping legs, each having a capacity of 10,000 bushels per hour. The grain is weighed out in the cupola and spouted direct from the scales to the cars. The car spouts are metal and supplied with bifurcated loaders.

The power house is of brick and is located 100 feet from the back end of the elevator. The power is transmitted to the elevator by a rope drive running up to and over the deep bins to a line shaft in the cupola, from which power is distributed to the different parts of the elevator and to the marine tower by means of ropes.

When the Parry Sound Elevator had been finished and the possibilities of the route began to be made manifest, Mr. Booth decided that to facilitate the handling of grain received from the railroad another elevator was needed at Coteau Landing, on the St. Lawrence River, about forty miles west from Montreal, where the grain is transferred

from ears to barges on the St. Lawrence. Mr. Booth, therefore, let the contract for the plans and specifications and construction of the plant complete to John S. Metcalf & Co., Chicago. The building is shown in the fine picture on the first page of this number.

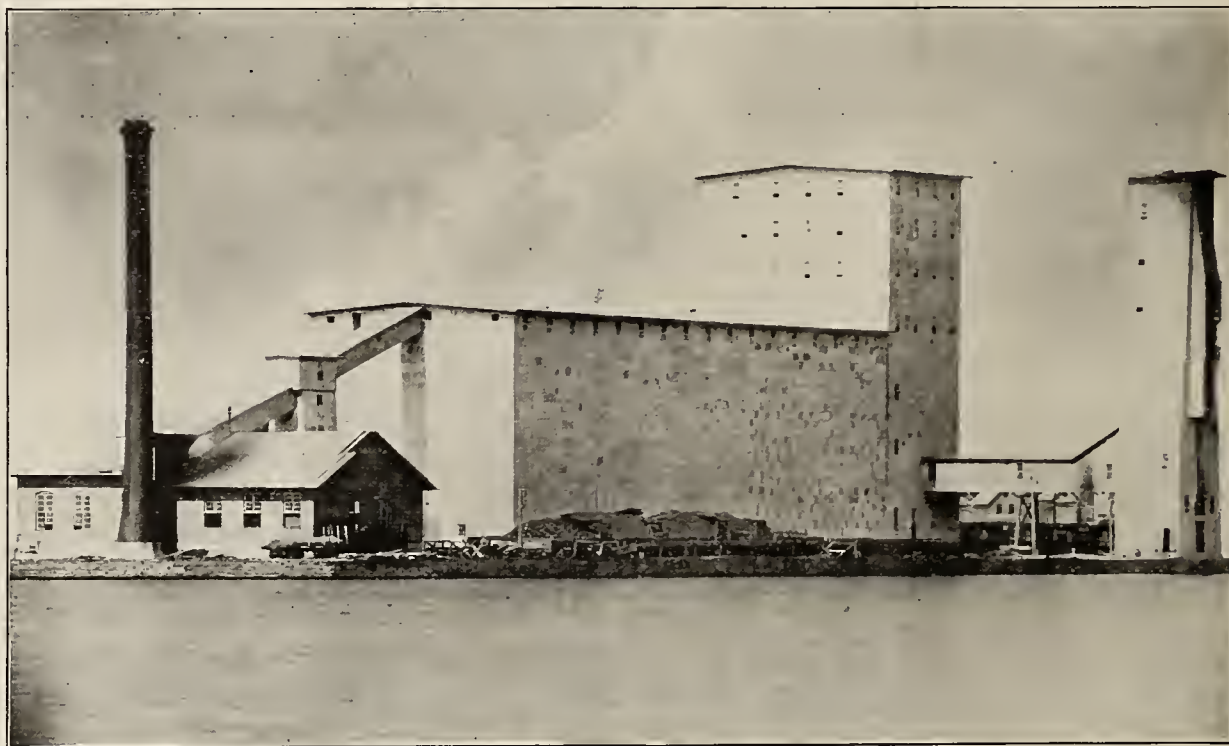
The main building is 143 feet long by 90 feet wide and 155 feet high. It rests on a foundation of piles, heavy grillage and masonry, and is built out into the river so that barges can receive grain from either or both sides of the elevator. This arrangement gives also a wharf eight feet wide on either side of the elevator. The first story consists of heavy post and girder work, which supports the bins. The latter are 59 feet deep, built of planking, and are surmounted by a cupola running the entire length of the building and five stories high. On east side of the elevator are four shipping bins, each of 5,700 bushels' capacity. These, with the 74 others in the house, give a storage capacity of over 500,000 bushels. The walls of the building are covered with galvanized corrugated iron, and the roofs with tar-felt and gravel.

The engine and boiler house is of brick, 53x41 feet in size, 23 feet high, and stands close to the west end of the elevator. The symmetrical smoke-

the six elevator heads is driven direct by rope transmission from this cupola shaft. The top story is occupied by the elevator heads and the spouting from them to the garner. Each elevator head is provided with a Metcalf Switch Valve, so that the grain may be spouted to either of two garner. All power transmissions through the house are supplied with friction clutches, so that any part of the machinery can be shut down or started at will.

On each side of the elevator are four dock spouts, which receive grain from the shipping bins, each spout being supplied with wire tackle and a hand winch for handling the spout. Each spout will discharge grain to the barges at the rate of 15,000 bushels per hour.

The power plant consists of a Wheelock Engine, 18-inch diameter and 42-inch stroke, and two boilers, 72-inch diameter by 16 feet long. A complete electric light plant, with dynamo, operated by an Ideal Engine, is included in the equipment. The fire-protection system consists of a powerful fire-pump, with complete system of standpipe and hose connections on each floor, and hose reels, with hose and nozzles at convenient points throughout the building. The outfit is deemed sufficient for any emergency. There is also a complete system



ELEVATORS OF THE PARRY SOUND ROUTE—J. R. BOOTH'S ELEVATOR AT PARRY SOUND, ONTARIO.
Designed by John S. Metcalf & Co., Chicago, Ill.

stack is of steel plates, lined with brick. It is 12 feet in diameter at the base and 155 feet high.

The elevator is equipped throughout with all of the modern conveniences and special machinery for handling grain with the least possible delay. It has six elevator legs, with 18x7x7-inch cups and 84-inch head pulleys. Three of these legs are for receiving, and are located between the two tracks, which run clear through the center of the building. Any one or all of the six legs may be used for shipping, and each has a capacity of 8,000 bushels per hour. Three pairs of Clark shovels are located between the tracks in the first story, and three 30-inch belt conveyors are located in the basement to carry grain across the house and discharge it to the three elevators in the south end.

On the first floor is located a powerful friction-driven geared car-puller, with wire rope drum, arranged to handle cars on either of the two tracks. South of the middle of the house are three Sandmeyer Loading Spouts, to discharge grain to cars standing on the house tracks.

The first story of the five-story cupola is the distributing floor. It contains 12 Mayo distributing spouts, which take the grain from the scale hoppers to the different bins. The third story contains six 1,200-bushel Fairbanks Hopper Scales, which receive grain from six large garner in the story above. The fourth story contains also the cupola line shaft, which extends the full length of the elevator. This shaft receives power from the engine shaft by means of a rope drive, and each of

of pneumatic sweepers throughout the house, arranged to discharge the dust to the furnaces under the boilers.

The power plant was furnished complete by the Goldie & McCulloch Company, Limited, of Galt, Ontario; the dynamo by the Toronto Electric Motor Company, of Toronto; and the elevator heads, shafts, 84x22-inch rubber-covered pulleys and 92-inch driving sheaves by Alexander Fleck, Jr., of Ottawa, Ont. All the rest of the machinery for the plant was furnished by the Webster Mfg. Co. of Chicago. All the timbers and lumber used were supplied by Mr. Booth himself from his own mills, which are among the largest in Canada.

It will thus be seen that the elevator system of the Parry Sound Route is fully up with the times, and that nothing has been or will be left undone to make this route for grain from the West to tidewater a commercial success. Time, therefore, will determine what prediction may or may not foretell of the actual commercial value and competitive influence of this route.

What is "feed barley?" This is the latest question offered the Directors of the Chicago Board of Trade for an answer. It seems that Harris & Co. sold Counselman a lot of "feed barley" and tendered a lot graded as "no grade," which the buyer refused to accept. Harris & Co. contend that "feed barley" is any kind of barley except that which the maltsters will buy, but Counselman argues that "no grade" is not barley at all.

B. F. TRAXLER.

The country grain dealer is no exception to the old rule, that "man was made to mourn." He has his own troubles. If the scoop-shovel man does not make his camp in his immediate vicinity, there is always some philanthropist in the country who is willing to take the farmer's grain and save the middleman's profit—for himself. Then there is the farmer who, when prices rise, pays no attention to his contract with the dealer, but delivers his grain to his competitor, who overbids him.

In the midst of these causes for alarm and these distracting circumstances comes the traveling representative. He makes it one of his duties to smooth over these rough surfaces, to abridge the distance between the unpleasant and the profitable and to show by his gathered experience that the regular dealer is, in the long run, the one who makes a success of the grain shipping business.

B. F. Traxler, traveling representative for Rosenbaum Brothers of Chicago, belongs to that class of men who have acquired the confidence of their busi-

ness associates by long acquaintance, in which no shadow of suspicion has arisen to besmirch their loyalty or integrity. He is a firm friend and sincere adviser of the country grain dealer, and there are but few men to whom they extend a more cordial greeting.

Mr. Traxler was born on a farm near Bellville, Ohio, on May 2, 1852. His father was a large landowner in Richland County and his son remained at home until 1871, when he went to Elmwood, Ill. In 1873 Mr. Traxler entered the grain office of Gaskill Bros. at Elmwood and remained with them until the firm was dissolved by the death of H. C. Gaskill. R. S. Gaskill succeeded to the business and removed to Kokomo, Ind. Mr. Traxler remained with him until 1876, when he went to California, where he spent a year and a half before his return.

After he left the Coast he accepted a position with Dwight Fargo of Alledo, Ill. He had the entire charge of his office for one year, controlling a line of elevators on the C., B. & Q. Railroad. His next venture was in the wholesale and retail grocery business at Peoria, Ill. This was not to his liking, however, so he accepted an offer from Harris & Comstock, a grain commission firm of Peoria, Ill., to travel for them through Iowa, Missouri and Kansas. In 1883 he formed a partnership with this firm to do a Western business in cribbing corn and track-buying and located at Leavenworth, Kans. The firm did a very large and successful business for a year, when Mr. Harris died and the firm dissolved partnership. Mr. Traxler succeeded to the

THE ELEVATOR QUESTION AT MEMPHIS.

The burning of the elevator of the Memphis Grain & Elevator Company at Memphis, Tenn., September 8, leaves that city without a terminal elevator at a time when the grain business seemed to be increasing. Very little grain originates in Memphis, or strictly speaking, in Memphis territory, but the railroads entering the city from the West and Northwest have been drawing grain to the city from the wheat fields of Kansas and the Territories, and using the house for transfers to the seaboard outlets.

The house in question was put up in 1882 through the instrumentality of the Memphis & Charleston (now Southern) Railroad. It has, however, since then, by reason of local changes, been practically cut off from that road by vexatious switching difficulties, and, generally speaking, the elevator was badly situated. However, it served for the time being. Whether it will be rebuilt is an open question. It certainly would not satisfy all interests to rebuild on the old site, and the union of all local interests would be required to maintain a first-class elevator. Meantime there are several small elevators which can be used temporarily, though they are not up to the demands of the trade.

TRICKS OF THE GRAIN TRADE.

There are tricks in all trades, even the grain trade, it appears. Some of these tricks are exposed by the State Grain Commissioner of the state of Washington, who has recently issued a "Don't" circular which may be read to advantage by farmers and shippers in the East. He says, among other things:

"Don't 'plug' or 'doctor' a car of wheat. The shipper loses by it, directly and indirectly, and the State Inspectors are in duty bound to grade such a car 'rejected.'"

"Don't put grain in a car containing coal dust or dirt or ice. Clean out the car well before loading."

"Don't spoil a lot of good wheat by mixing sprouted, moldy, musty or rotten wheat among it, as the presence of such renders the whole unfit for flour and is therefore 'rejected.'"

"Don't ship grain to terminals in second-hand sacks or in sacks with holes in them. It does not pay. The waste is great; wheat vessels will not receive it, and the grain must be resacked or the sacks patched at the shipper's expense."

"Don't ship sacks of wheat that are damaged in spots by wet or are stained, but resack the grain, being careful to cut out all bad and musty grain."

"Don't mix varieties and grade of wheat promiscuously in a car. If more than one grade or variety is put into one car, put each kind by itself separately."

"Don't try to get rid of bad wheat by mixing in with good. The inspectors test every sack."

GRAIN DEALERS' MEETING AT COUNCIL BLUFFS.

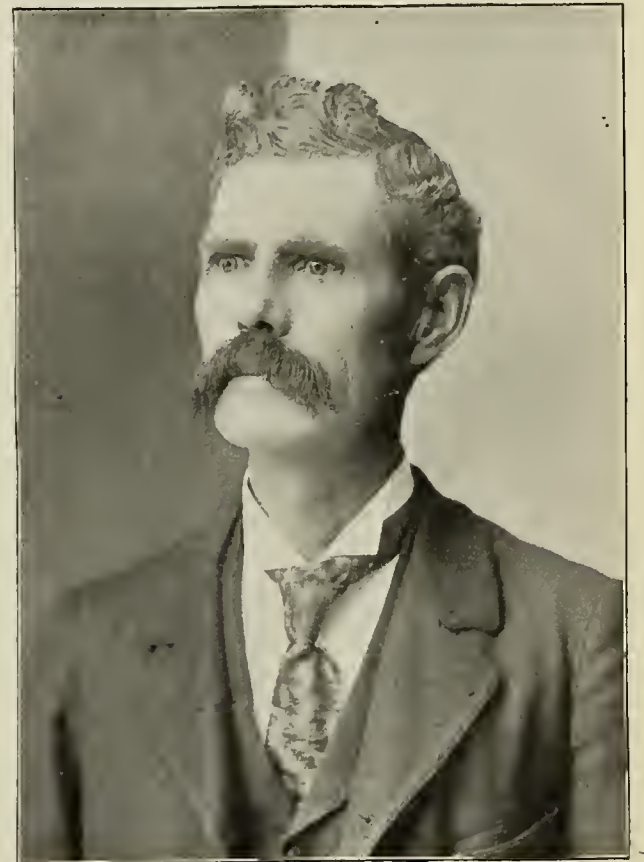
A meeting of the Grain Dealers' Union of Southwestern Iowa and Northwestern Missouri was held at Council Bluffs, Iowa, on Wednesday afternoon, September 28. The meeting was exceptional, in that the Secretary had practically nothing to record, the business being "all talk;" but it was good talk, and of the kind that goes right to the mark and strikes the bullseye, as the commission men present were able to observe without glasses.

The program said that President Hunter of Hamburg, Iowa, would make an address, but Mr. Hunter said he wasn't that way inclined—was "short" on addresses; but it was later on noticed that he was "long" on good ideas and not averse to or unskilled in speaking them at intervals during the debate where they did the most good.

Mr. W. C. Bayles of Mt. Pleasant, Iowa, read a very interesting paper on "Benefits of Organization," which was, however, literary rather than



B. F. TRAXLER.



PRESIDENT D. HUNTER HAMBURG, IOWA.

practical in character. It was one of the most finished literary productions that has been heard at such a gathering for a long time, and was much enjoyed.

Mr. Geo. A. Stibbens, Secretary, then read a paper on the subject, "How Commission Houses Wrong Local Dealers," which appears elsewhere in this issue.

This paper was the keynote of the meeting. It "set the pace;" and when, after nearly two hours' of spirited discussion, the topic was finally dropped, the meeting without further formality resolved itself into a meeting of friends and old acquaintances, the "business" of the session being by tacit consent considered as finished.

President Hunter in opening the discussion said that all dealers are protected by the Union if they are regular dealers, whether they be members or not; vice versa, members who are disturbers of the trade will be treated as they deserve, as though they were not members.

Mr. Catlin, of E. F. Catlin & Co., St. Louis, was down for an address on the kindred topic, "Receiving Consignments from Irregular Dealers and Farmers," from the standpoint of the receiver. He disclaimed any intention of making an address, but said his firm are not handling such business; do not want it, and are against it in theory and in practice. So far as the farmers are concerned, very few of them do any shipping, now that the local dealers are doing business on business principles. The irregular dealers also are growing rarer

day by day east of the Missouri. Their business is very undesirable and they make most unsatisfactory patrons. Commission men seldom make much out of their trade, because it is too uncertain to be relied on.

Mr. Hunter said that within the territory covered by the Union the trade is in good shape, except that there are two or three men who are chronic disturbers. These find commission men who handle their business, and who say they can't refuse to take any business offered them; but who could put a stop to the irregular trade by refusing to pay the drafts of the scalpers. One disturber upsets business at many stations, and "we are here to-day to find a way to put a stop to the operations of the scalpers."

Mr. Catlin thought it the duty of commission houses to notify the regular dealers of the appearance of irregulars in their territory.

Mr. G. H. Davis of the International Grain Co. of Kansas City said he did not make a practice of dealing with scalpers, but he had one such who, in spite of much discouragement on his part, still hangs on, and he did not know what to do with him. Mr. Davis had come to this meeting to find out how to get rid of this patron. It's a delicate matter, he said, to turn the man down—say one won't take his business, and so on.

President Hunter said the man Mr. Davis spoke of is one of the two or three men who are disturbing the trade of the Union territory. He handles grain for farmers on the basis of a quarter cent. He thought it Mr. Davis' duty to "turn down" the man's drafts.

Mr. Jones of Phelps City, Mo., said he knew the man; that he forces the regular dealers to buy at a loss and creates dissatisfaction among the farmers by his statements that the "grain dealers' ring" is trying to drive him out of business, and so on.

President Hunter referred here to a letter he had had from a commission house who objected to doing business with irregulars. They often overdraw and then the commission house has difficulty in getting its money. This is a common practice by the irregulars, making them unsafe people to deal with. The Union protects the commission houses; the commission houses should return the favor.

Mr. Picker of Picker & Beardsley, St. Louis, said he once had a farmer who sent him lots of hay, but when the Union requested that he stop furnishing the farmer with price quotations, and he had done so, he lost the farmer's hay because the regular grain man would not handle it. Now, said Mr. Picker, in such a case, what are we to do? We want that hay but can't get it.

This question was a "poser" which no one seemed prepared to answer.

Mr. Hunter of Daniel P. Byrne & Co. of St. Louis, addressing the commission men present rather the dealers, said the day is near when commission men who want to do business with the regular dealers will have to turn down the scalpers and let them severely alone. As the associations grow in strength the irregular business becomes more and more uncertain—it is dying out. In the old days, the commission men took everything that came in, now the only business worth anything to them is the regular trade. The irregular trade is not a drop in a bucket in comparison.

Mr. Charters of J. W. Booth & Sons Commission Co. of St. Louis, said the railroads might help the regular men by insisting that the irregulars should have the grain in sight before they were given cars.

President Hunter warned the dealers about showing their correspondence and commission house cards to farmers. All this information dealers should keep out of sight, making it as difficult as possible for farmers to get hold of it. Farmers see the commission cards and write to those addresses, and if they get prices become uneasy. It is no trouble to keep the cards and bids out of sight, and it will save dealers much annoyance if they will do it.

Another gentleman said he has a competitor who has a very small storage house, but who is compelled to load out of the house into wagons and

then into cars. He deals on a 1/2-cent margin. The regular commission houses bid to him regularly; and when the speaker had asked them to stop it, they sent his letter to his competitor who in turn showed it to the farmers. Then there was a row. The speaker said he at last got the bids shut off, but the man still gets them of someone at a neighboring point, and makes the regular man's life a burden, metaphorically speaking. Another case was reported where a postmaster had been stealing bids from postal cards going through his office, and by opening up correspondence with the bidder had done business in that way.

Mr. Wright of Brinson-Judd Grain Co. of St. Louis said the commission men are afraid of this irregular trade; but sometimes a shipment comes in without a draft. He did not in that case see how the commission men could avoid taking the business.

Mr. Picker created a sensation by saying he once had six cars of oats come in without a draft, and he had to wait six weeks before he found out who owned them!

Mr. Davis, returning to his particular bete noir, said he never overdrew, often has a heavy margin due him, and is no kicker.



SECRETARY G. A. STIBBENS, COBURG, IOWA.

Mr. J. K. Gwynne of Imogene thought such a man worth cultivating. Why not get him into the Union? He acts as though he might, with a little training, make a good fellow. The commission houses, however, added Mr. Gwynne, must choose between such disturbers and the regulars. The Union may be a ring, but "we are all in it and we're going to stay." He advised Mr. Davis to get rid of his man. As to Mr. Picker's hay, if the regular grain dealer will not handle hay after being requested to, Mr. Picker should have the right to buy hay of the farmer or anyone else without question of his regularity by the Union. No grain dealer, however regular, will be allowed to fence in a town.

Secretary Stibbens, referring to Mr. Davis' man, said he knew him, and knew him to be the worst sort of a disturber, who ships for farmers at \$1.25 per ear and goes around among them stirring up bad feeling against the regular dealers. He never kicks because he "has no kick coming." Mr. Stibbens advised Mr. Davis to drop him or the regular dealers who know the man and his work will drop Mr. Davis.

Mr. G. M. Gwynne of Essex, Iowa, said this thing has been fought over for years. If the commission men want that trade, they can have it, but they will soon be getting no other.

It was then proposed to formulate the feelings of the regular dealers into a motion; but on the representation of the representative of the "American Elevator and Grain Trade" that the form of the

resolution was quite improper from a legal point of view, however admirably and unmistakably it expressed the sentiments of the members of the Union, no action of the kind was taken. But no commission man present could possibly fail to understand the temper of the Union or the fact that it is the settled determination of the regular dealers not to do any business with commission houses who continue to handle the scalpers' trade.

Mr. Davis, whose case had become the real subject of the discussion, was much pleased at the outcome; and he said he felt now that he would be justified in summarily throwing his incubus overboard, and would do so.

Mr. Sievers said he was anxious to see the dealers on the Rock Island system brought into the Union, and asked this Union to "come over and help us."

Mr. Hunter said the Rock Island dealers had been invited to attend this meeting, but that Mr. Sievers was the only one who had attended. To Mr. Picker, Mr. Hunter said that "as to that hay," if the regular grain dealer won't handle hay, "the Union will have no fault to find with you if you get the hay from the farmer, only don't give him grain quotations."

The following firms and individuals applied for and were admitted to membership in the Union: International Grain Co., G. H. Davis, president, St. Louis; Woodson Young Grain Co., St. Louis; Dayton-Wooster Grain Co., St. Louis; A. S. Smith, Mound City, Mo.; S. T. Rhodes & Co., Randolph, Iowa; F. W. Walters and Danker Bros., Corning, Mo.; Kennedy & Gilmore, Imogene; James F. Cook, Skidmore, Mo.; W. C. Sievers, Walnut, Iowa; G. W. Wyant, Malvern, Iowa.

The meeting then adjourned.

WHO WERE THERE.

Among the commission men present were J. L. Wright of Brinson-Judd Grain Co., St. Louis; Herbert Charters of J. W. Booth & Sons Commission Company, St. Louis; H. Hunter of Daniel P. Byrne & Co., St. Louis; Erich Picker of Picker & Beardsley, St. Louis; Wynne Ferguson of Ferguson Grain Co., St. Louis; E. F. Catlin, of E. F. Catlin & Co., St. Louis; J. S. Nansen, of Nansen Commission Company, St. Louis; G. H. Davis, of International Grain Company, Kansas City; W. H. Chambers of Omaha, with Peavey & Co.; Chas. M. Boynton of J. F. Harris & Co., Chicago; C. V. Fisher of Leftwich Commission Co., St. Louis.

Among the dealers present were the following: D. Hunter, president, Hamburg, Iowa; George A. Stibbens, Coburg, Iowa; W. Daugherty, Hawthorne, Iowa; J. R. Graham, Hastings, Iowa; F. M. Campbell, Randolph, Iowa; W. Mains, Silver City, Iowa; George R. Jones, with Scammon & Bailey, Phelps City, Mo.; J. T. Christian, of Christian Bros., Rockport, Mo.; Wm. McMahon, J. Auracher and J. A. Kyle & Son, Sherandoah, Iowa; S. T. Hills and W. C. Bayles, Mt. Pleasant, Iowa; H. A. Vanscholack, Elliott, Iowa; J. R. Harris, Northboro, Iowa; Bayless & Bayless, Watson, Mo.; John Gwynne, Yorktown, Iowa; T. J. McCormick, of McCormick & Sons, Stanton, Mo.; G. A. Pierson, Orient, Iowa; G. W. Wyant, Malvern, Iowa; G. F. Salyers and E. C. Caton, Stratan, Iowa; G. H. Currier, Prescott, Iowa; W. C. Sievers, Walnut, Iowa; James F. Cook, Skidmore, Mo.; Henry Smith, Solomon, Iowa; G. M. Gwynne, Essex, Iowa; W. J. Davenport, Council Bluffs; J. K. Gwynne, Imogene, Iowa.

Not only is the Manitoba wheat crop a bumper, but the yield of oats and barley in the province will be double that of either 1896 or 1897. The crops of 1897 and 1898 have stimulated land sales to a remarkable degree.

An insect enemy of the locust has appeared in the Argentine. It is about the size of an ordinary coffee bean, oval in shape and somewhat flat. It flies in small masses during the night, but at day-break it shams death and remains so till the following evening, hence its name, Champi, which means in the Quichua language "hypocrite." It is of the same color as a bit of dry earth. It preys upon the eggs of the locust pest.

INKSTER BROS'. ELEVATOR AT HERSCHER, ILL.

Herschler is a thriving little village in Kankakee County, Illinois, on the Kankakee & Southwestern branch of the Illinois Central Railway, and is 72 miles from Chicago. The 400 to 500 people of Herscher are not a little proud of their pretty vil-

lage generally, but if they were called on to name their one particular local pride, all would without hesitation point to the fine grain elevator recently erected there by Messrs. Inkster Brothers, a picture of which, with some construction diagrams, is shown herewith.



INKSTER BROS'. ELEVATOR AT HERSCHER, ILL.

This building, which has a storage capacity of

for storage. They are hopped to empty direct to the pit. Above these bins are the loading bins 5, 6, 7 and 8, hopped to load cars through two iron spouts, two bins to each spout. Bin 9 is floored twelve feet above the sill and empties through a movable spout direct to the elevator pit. Beneath this bin is a cleaning room 10x12 feet in size.

lage generally, but if they were called on to name their one particular local pride, all would without hesitation point to the fine grain elevator recently erected there by Messrs. Inkster Brothers, a picture of which, with some construction diagrams, is shown herewith.

The power is furnished by a 10-horse power Webster Gasoline Engine, power being transmitted by a rope drive. Grain is spouted to the 17 bins from turn-heads in the cupola without the use of conveyors, and the entire system is under control from the 10-foot driveway running the entire length of the building. Both elevators can be run together or separately, and each or both may be started or stopped instantly from the driveway. The building will also be provided with hopper scales, grain cleaning machinery and a feed grinder.

The designer, contractor and builder was J. N. Eastwood, and his work is highly spoken of by Inkster Brothers. The house stands in a town surrounded by a rich farming country, and is thus most favorably located for a satisfactory business. Inkster Brothers handle brick and tile in connection with their grain and seed business.

HILL'S ELEVATOR AT SEATTLE.

The contracts have been let and work has begun on the construction of wharves, a warehouse and grain elevator for the Great Northern Terminal at Seattle. The plans for the elevator have been made by D. A. Robinson, the well-known elevator builder of Chicago, who will personally superintend the work. The elevator will have storage capacity for 500,000 bushels.

Speaking of his plans for this improvement at Seattle, President Hill of the Great Northern said that he proposed in the new elevator to reduce the cost of sacking wheat to below 2½ cents a bushel the present estimated cost of sacking. He does not believe there is any danger from heating of grain in bulk in elevators on the coast, the only difficulty on that score being in the case of grain in bulk in vessels going around the Panama route. It is for this reason that Mr. Hill intends to continue the use of warehouses in connection with his projected elevator.

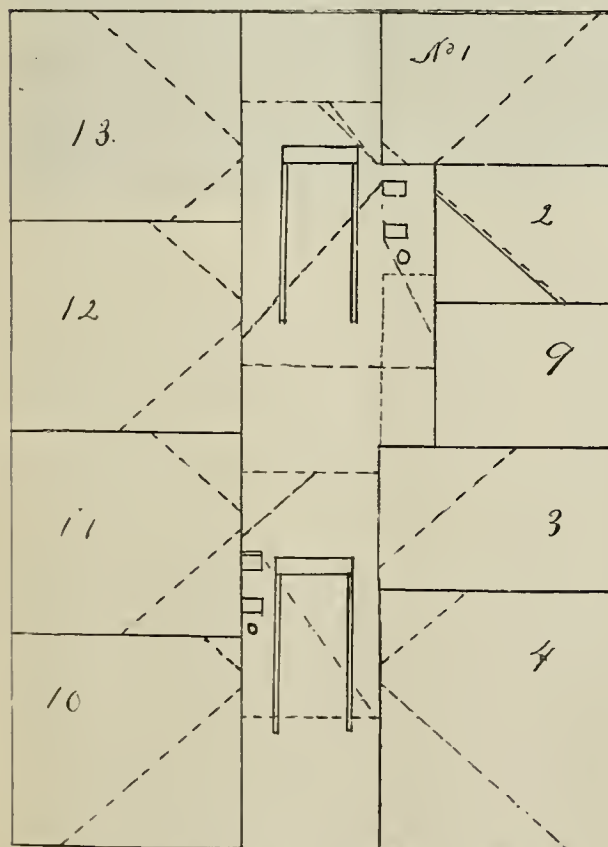
ANOTHER CLEANING HOUSE IN CHICAGO.

The Santa Fe Elevator, located on the South Branch of the Chicago River at Twenty-seventh and Wood streets, Chicago, is in the hands of John S. Metcalf & Co., engineers and grain elevator builders, who are converting it from a regular railroad receiving houses to a cleaning house. The elevator has a capacity of 1,600,000 bushels, with nine receiving and nine shipping legs. The cleaning machinery has been located in the cupola on the scale floor, and consists of four of the largest size "Invincible" Oat Clippers, manufactured by the Invincible Grain Cleaner Co., Silver Creek, N. Y., and five No. 4 Separators, manufactured by Barnard & Leas Mfg. Co., Moline.

The main drive to the cupola has been changed from a belt to a rope drive. Nine garners have been constructed on the bin floor to receive grain from the scales. These garners discharge into nine new elevators, which elevate the grain to nine upper garners located over the cleaning machines. All of these garners have a capacity of 1,500 bushels each.

The screenings from the various machines discharge into a screw conveyor running the entire length of the building. The dust from the Cyclones and sweepers in the cupola discharge into a second screw conveyor, which also runs the entire length of the building. This conveyor discharges into a cross screw conveyor, which in turn discharges into a pipe leading to an aspirator on the first floor. The aspirator discharges into a Cyclone that connects with the first floor sweeper system, which is another new feature added to this house. The sweeper system is arranged to discharge into two Cyclones over the boiler house, which distribute the dust to six boilers.

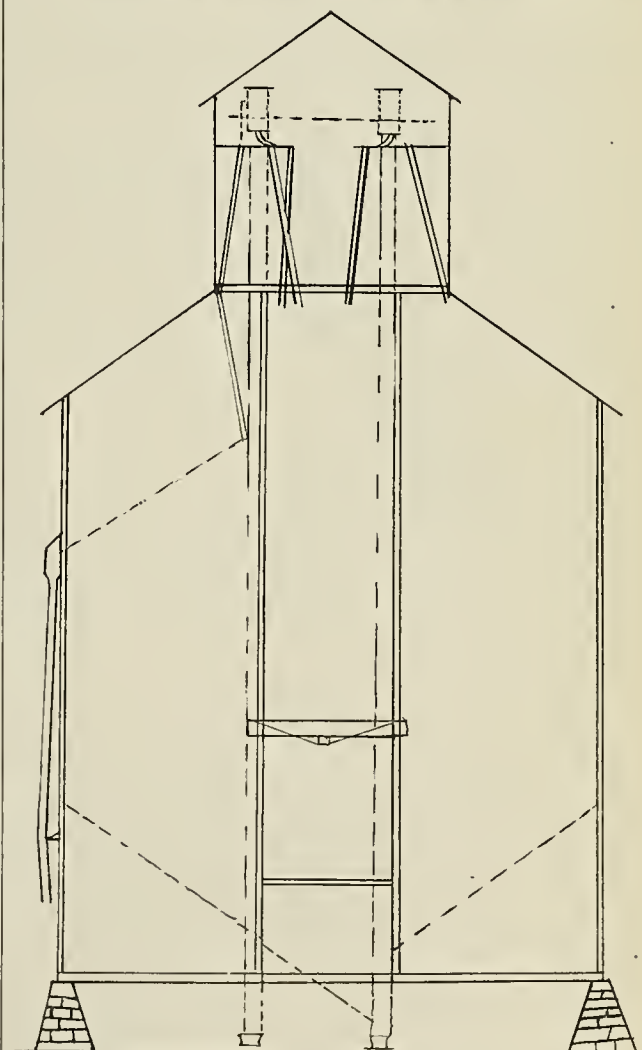
A marine leg capable of taking grain from the



BIN PLAN OF INKSTER BROS'. ELEVATOR.

80,000 bushels, is 58x42 feet in size, and 45 feet high to the plate, or 75 feet to top of cupola. The roof and sides are covered with galvanized iron and no wood of the exterior is exposed. In the construction of the building there were used 180,000 feet of lumber, 8,000 pounds of nails and about 14,000 pounds of galvanized steel for covering the walls and roof.

Referring to the diagram, bins 1, 2, 3 and 4 are



ELEVATION OF INKSTER BROS'. ELEVATOR.

largest lake vessels has been added to the house, as has also an electric light plant driven by an independent engine of 20 horse power.

The power plant has been rearranged and enlarged by an addition to the present engine and boiler house and two new 72-inch by 16 feet boilers; also two new gravity filters capable of delivering sufficient clean water to the boilers, using Chicago River water.

INSPECTION IN KANSAS.

Chief Inspector W. W. Culver of Kansas has filed his annual report to June 30, 1898. From this it appears that there are nine inspection points in Kansas, ranking on basis of the number of cars inspected April 27, 1897, to June 30, 1898, as follows: Kansas City, Atchison, Leavenworth, Topeka, Coffeyville, Parsons, Winfield, Wellington, Wichita.

The elevator and milling capacity of the state at inspection points is shown in the following table:

	Storage, bu.	Handling, daily bu.
At Kansas City, Kan.....	3,400,000	311,500
At Atchison.....	850,000	102,500
At Coffeyville.....	402,000	63,900
At Leavenworth.....	400,000	41,500
At Parsons.....	100,000	35,000
At Topeka.....	1,000,000	117,300
At Winfield.....	245,000	84,000
At Wichita.....	32,000	8,000
At Wellington.....	212,500	11,500

Total capacity 6,641,500 775,200

Inspector Culver adds:

"Perhaps 90 per cent of the wheat going to the Kansas City market is from Kansas, Nebraska and Oklahoma Territory; fully 90 per cent of this amount is held on the Kansas side of the line for inspection, and since the elevator capacity of the Kansas side is five-eighths of the whole, it would seem reasonable that the big market should be on the Kansas side; but this is not the case. The Kansas City, Kan., Board of Trade is not engaged in the actual trading of grain, it never having conducted a market such as do other boards of trade. The Kansas City, Mo., Board of Trade controls and conducts all the business such as naturally comes to an organization of that kind."

REVENUE LAW DECISION.

The case of James Nicol, an action to test the constitutionality of the provision of the revenue law taxing board of trade transactions in grain, came to a hearing by Judge Showalter, September 13, and to a decision September 28.

Mr. Nicol, it will be remembered, on September 2, sold for immediate delivery in Chicago to James H. Milne, two earloads of oats. Mr. Nicol made no memorandum of the sale and paid no tax upon it as required by the statute. The Revenue Department thereupon prosecuted before Judge Seaman, who fined Mr. Nicol \$500. Mr. Nicol then began habeas corpus proceedings before Judge Showalter, which was the proceeding passed upon September 28.

Mr. Nicol's counsel held that the law was unconstitutional because "it prohibits two citizens of Illinois from making an oral contract, a prohibition not within the power of Congress;" in reference to which Judge Showalter said that "it is the privilege of selling on the Board of Trade and not the sale, apart from the privilege, that is taxed." Judge Showalter said:

"The privilege of selling upon an exchange or board of trade may be thought of as distinct from the product or merchandise there sold or from a sale. This privilege is itself a property or thing of value, and it is upon the privilege of selling 'at any exchange or board of trade,' whenever such privilege is made use of, and not upon the sale apart from the privilege or upon the occupation or business of selling apart from the privilege or upon the product sold or upon the price received for it, that the tax is levied.

"The offense for which the petitioner was fined was the neglect to make the memorandum specified in the statute. The sale of the oats by him was oral. He made no memorandum or note as required. If, as is contended, Congress has not the right to make void the oral contract, then the contract is valid. Voidness or illegality in the oral contract itself is in that case no part of the penalty; but the fine for neglecting to make the note or memorandum remains. On this understanding the state law is not interfered with. But the question here is not whether Congress had the power to make

the oral contract void, but whether as a means or instrumentality for the collection of a valid tax that body could under the penalty of a fine require the seller to identify the transaction by making a note of it and to pay the tax by stamping the note so made."

This was the main point; but other objections to the law were offered by Mr. Nicol's counsel, all of which were overruled, such as the claim that defendant was not fined for failing to pay the tax, but for refusing to make the document to be taxed; the question of uniformity of taxation, powers of Congress, etc.

The case has been appealed to the Supreme Court.

A NEW YORK ELEVATOR.

In most of the smaller towns of Southeastern New York, Connecticut, etc., the grain buyer is more or less a "general utility" man for the farmers of the neighborhood using the particular village as a trading point. Our friends, Howard Haight & Co. of Millbrook, Dutchess County, New York, are, therefore, not only buyers of and dealers in grain,

GRADES AND INSPECTION.

Washington.—The State Grain Commission of Washington at its late annual meeting, in accordance with a considerable demand therefor from the country, changed the weight of No. 1 grade Washington wheat to 58 pounds—a reduction of one pound from last year. There was much to be said for and against this reduction, but the preponderance of opinion was in favor of 58 pounds as the minimum for the grade, because it was considered the best average covering a long period of years, and growers and dealers have become impressed with the idea that permanent grades will prove more valuable to the trade than changes to meet the conditions of each year's crop, while exporters generally believe that the best results could be obtained by maintaining as high a standard as each crop will allow in effecting foreign sales. The weight of 60½ pounds was retained for choice milling, 56 pounds for No. 2 and 54 pounds for No. 3. Oat grades remain the same as last year. The classification of brewing barley was made especially strict, and grain graded according to this standard



ELEVATOR OF HOWARD HAIGHT & CO. AT MILLBROOK, NEW YORK.

but also of hay and straw, as well as wholesale and retail dealers in flour, feed, coal, etc. Poultry-growing in a county so near New York City is also an important industry, and so Howard Haight & Co. handle poultry supplies.

All these lines require space and facilities, and the buildings shown in the illustration are all in constant use by Haight & Co. The elevator building is a combined elevator and feed store. Its size is 60x40 feet, 28 feet high, with elevator storage capacity of 20,000 bushels. The tower at the corner is 41 feet high, and contains the machinery for unloading and elevating grain, etc., from cars, the power being furnished by a cable drive from a neighboring engine. The long building at the right is used for coal pockets.

NEW ELEVATOR AT ST. JOE.

There are now three elevators at St. Joseph, Mo., only two of which are in use; but the report comes from that city that Mr. John S. Marmaduke of St. Louis proposes to build another, in size anywhere from 250,000 to 1,000,000 bushels' capacity. The general plan includes a central elevator building to contain the machinery to handle 50 to 100 cars daily, surrounded by a series of steel storage tanks. It will be operated as a public warehouse if built.

will have to be strictly first-class barley. There is no second grade of brewing barley, but the regular grades of feed barley are provided for.

Chicago.—A petition to make No. 2 hard winter wheat regular on Board of Trade contracts was presented to the Board of Trade directors September 20, and by them referred to the rules committee.

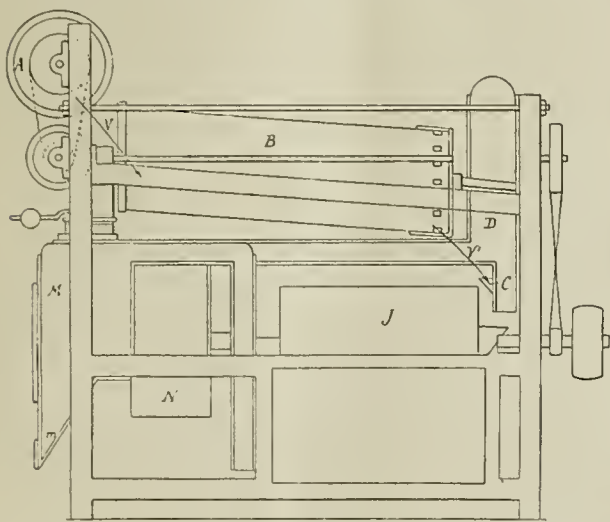
The effort made some time ago to have the rule governing the delivery of oats on contract on the Chicago Board of Trade changed so as to make No. 3 white a good delivery has been revived. Oat speculation has declined in volume, and the small business is attributed to the small stocks of contract oats arriving. Owing to falling off in demand for No. 2 mixed, the arrivals are small, and No. 3 white is at a premium over No. 2 mixed. The local traders were joined in this matter by large dealers in New York, who petitioned for a change of the rule; but the Directors "turned down" the petition.

Kansas.—Chief Inspector Culver says there "has been no material change in our grades for the coming year. Some slight changes have been made, but they are immaterial."

The experimental farm at Braudon, Man., recently shipped 26 bags of seed wheat to the Siberian Inspector of Agriculture at Vladivostok, Siberia.

A FRENCH WHEAT CLEANER.

Our contemporary, *Le Meunier*, reports a new wheat cleaning device patented in France by M. Servant Paulin, in which the wheat first passes through a revolving sifter A, and then falls through a spout on the line V, into a cylinder B for separating the round grains. Then the grain passes into an aspirator D, and then along V¹ through the spout C to J, which is provided with special brushes and beaters of suitable number and arrangement. The wheat is finally subjected to the action of the



fan N, carrying the light kernels into the aspiration chamber M, while the heavier grain is collected at m.

DULUTH'S GRAIN TRADE.

Duluth's first year as a grain market was 1871, when she handled 556,783 bushels of grain, including flour. Ten years later the Board of Trade was organized, the total receipts of grain and flour having meantime risen to 13,000,000 bushels. For the year ended August 31, 1898, the receipts were 80,676,638 bushels, and shipments 80,418,649 bushels.

Following is a recapitulation of the receipts and shipments for the year, compared with the preceding year:

RECEIPTS.			
	1897-98.	1896-97.	
Wheat	43,097,649	46,191,767	
Flour as wheat, bushels...	19,011,350	19,602,003	
Corn	4,501,940	512,498	
Oats	4,908,461	7,296,662	
Rye	1,915,669	2,010,900	
Barley	3,027,334	5,300,860	
Flax	4,213,660	5,018,472	
Totals	80,676,638	85,933,162	
SHIPMENTS.			
	1897-98.	1896-97.	
Wheat	33,945,584	39,774,373	
Flour as wheat, bushels...	27,911,350	39,763,050	
Corn	3,242,432	388,741	
Oats	5,013,288	7,538,303	
Rye	2,212,704	1,874,277	
Barley	3,215,842	7,215,940	
Flax	4,777,449	7,029,795	
Totals	80,418,649	100,284,179	

Of the grain receipts 10,000,000 to 12,000,000 bushels came, however, from Minneapolis, while 2,000,000 went through in bond from Manitoba, leaving Duluth's own receipts, say 67,000,000. The remarkable increase in corn receipts (1897-8) is due to the fact that the elevators were able to get a carrying charge on corn and could not do so on wheat, because the wheat could not be gotten here, consequently corn was taken. Another thing that increased corn receipts was the fact that the Great Northern line to the Southwest compelled the cities having Chicago and Milwaukee outlets as well as the Duluth outlet to give Duluth favorable rates. It is believed that from now on the handling of corn at Duluth will increase rapidly and that it will before long cut a prominent figure in the city's business.

For the season just opened, business has been very large, both at Duluth and at the Superior elevators. The September shipments from Duluth were about 12,000,000 bushels, against 8,037,000 a year ago, and, generally speaking, the movement of grain through Duluth is so brisk that it is now

said to be almost impossible to charter boats for the ore trade, the grain rate of 2 to 2½ cents to Buffalo being so much higher than the ore rate, being, in fact, nearly equal to 85 cents, whereas the normal ore rate is 50 to 65 cents. On September 21 charters were made at Duluth for nearly 1,500,000 bushels of wheat to Buffalo for October shipment at 2 cents a bushel. The city expects to market from 30,000,000 to 40,000 bushels wheat before the close of navigation.

At Superior every elevator is in operation, and shipments for September were nearly twice those of a year ago. On September 28, the new whale-back, Alex. McDougall, beat Superior's record by taking out 250,000 bushels, the total shipments for that day having been 712,000 bushels for Superior alone.

GRANARY EXPLOSION IN NEW YORK.

On September 23 there was a disastrous explosion in the granary of the Eastern Distilling Company at Blissville, Long Island City, New York, which wrecked the building, killing one man and injuring four others.

The building was a three-story frame structure, 40x100 feet in size, with three sides covered with sheet iron and one end with brick. It stood alongside the railway, but had a steam grain conveyor running from an upper story to a Newtown Creek dock 200 feet distant, to convey grain from canal boats to the granary.

This conveyor was at work, when suddenly there was a terrific explosion, and a great part of the granary proceeded skyward with a rush. The mass rose in the air and when it fell the railroad tracks were covered to the depth of several feet with broken boards, twisted machinery, pieces of beams, sheets of corrugated iron and tons of grain. Four men were at work, a miller and his helper, and grain shovelers, one of whom was buried in the ruins and the rest more or less badly burned, as was also the official weigher, standing on the dock 200 feet distant.

The damage to grain was \$10,000 and to the building \$20,000; losses covered by insurance.

The cause of the explosion is variously given, as unknown, spontaneous combustion ("one of the officers said the grain had become overheated"), and "spark from the millstone."

NEW CHICAGO ELEVATORS.

Chicago is getting her share of the new elevators of the year, no less than four being in hand for immediate construction, in addition to others previously mentioned in these columns.

On September 21 Rosenbaum Bros. took out a permit to build at 457 to 465 Eighty-fifth Street, on the Belt Line, at a cost of \$60,000. The plans provide for a 1,000,000-bushel house, on land leased for 25 years. It is rumored that this is but one of two houses to be built by this firm on the tract named.

The Peavey Grain Co. have begun work on their South Chicago elevator at 102d Street and Calumet River.

B. F. Hales, of the late Hales & Curtis Malting Company, and B. Frank Gibney have organized a company called the Northwestern Malt & Grain Company, and will build an elevator and malt house in a northwestern suburb of Chicago called Cragin. The elevator will be built now and the malt house later, the former having storage capacity of 300,000 bushels.

Work on the Grand Trunk elevator at Homan Avenue and Forty-eighth Street, Chicago, has been temporarily stopped by the ward alderman, who charges that the building occupies part of a street. Cornelius Vanderbilt Jr. was in Chicago September 27, inspecting the Lake Shore terminals. His visit has given rise to the rumor that the Lake Shore will build one or more elevators at the yards of that road in South Chicago.

J. L. Record has finished the plans for a 2,000,000-bushel grain elevator for Armour & Co. This ele-

vator, if built, will be known as Elevator "G," and will be located by the side of Elevator "D" at Lumber and Morgan streets on the Chicago River.

The Macdonald Engineering Company is just finishing the steel storage addition to the American Malting Co.'s plant at West Thirteenth Street and Talman Avenue. The capacity is 200,000 bushels, divided into 30 bins ranging from 1,500 to 10,000 bushels.

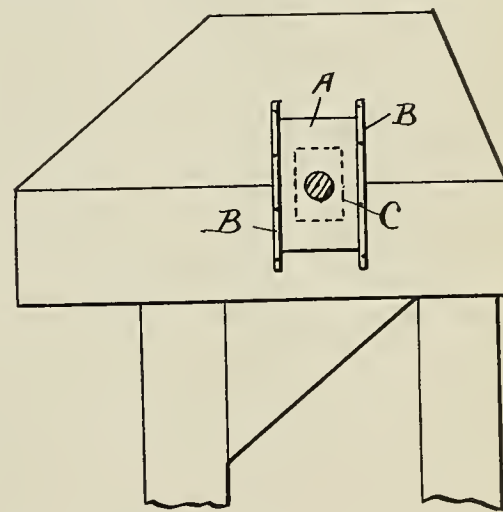
PROTECTING ELEVATOR HEADS.

The elevator head as a fire-bug is always in evidence. There are various reasons for this, but the most common cause of fire here is settling, either of the posts supporting the shaft or of the elevator itself. In either case, the elevator hangs on the shaft, causing friction and fire.

There are two principal difficulties with elevators which should be avoided. In the first place, elevators are supposed to hang on the top floor, on which the supports of the shaft rest, so that all parts will settle alike; yet if the posts are of unseasoned lumber the settling will occur just the same. However, the trouble is not so aggravated as when the elevators are hung on a lower floor, or on more than one floor, or stand on the first floor. Then in the second place, the openings through the heads for the shaft are usually only just the size of the shaft. This is to prevent the dust escaping; and in this position it requires but little settling to force the shaft onto the heads. Furthermore, when there is no great amount of settling the same effect is produced by tightening the elevator belts. It is true the motion of the shaft is slow, but when there is pressure it will heat just the same, although this may take longer than if the speed were fast. Generally there is time for the worst to happen, for up in the attic among the elevator heads is a place that is not inspected as often as the lower floors.

In order to avoid both these faults of elevator heads, Mr. James McGrew contributes to the "American Miller" the sketch and description following, which, in his mill, has proved a complete remedy:

The diagram clearly illustrates the idea. The slide A moves with the shaft, up or down, as the case may be, in the settling of either the shaft or the elevator. The strips BB are flanged, and hold



the slide flat against the side of the elevator head, thereby preventing the escape of dust. The dotted lines C show the space cut away around the shaft. The slide is made of moderately heavy sheet iron, not too stiff to be worked by hand; the strips are made of wood, and are tacked on with lath nails.

If the slide is not put on during the construction of the elevator by slipping it on the shaft with the pulleys, it can be cut at the side and very easily placed on the shaft in the proper position afterward.

Winona, Minn., handled 11,547,760 bushels of the crop of 1897, against 12,699,385 bushels of the crop of 1896, and 4,000,000 bushels less than for crop of 1895. Wheat receipts (1897) declined almost 3,000,000, while the barley receipts increased. There are 14 dealers in that city, who handled (1897) 4,065,200 bushels of barley, 2,787,000 of wheat, 2,021,000 of oats, besides corn, rye, seeds, etc.

NEW ORLEANS AS A GRAIN PORT.

Renowned for three-quarters of a century as the leading cotton market of the world, New Orleans has only in recent years come to cut a figure as a grain port. Indeed, although the city has handled more or less grain for many years, the importance of the port for the export of grain has been recognized by the grain trade only for three or four years, or since the Illinois Central Railroad provided elevator facilities on a first-class terminal basis. Since that time, the export trade of New Orleans has grown very rapidly, closing the last fiscal year with exports of 40,000,000 bushels, in spite of the handicap of the Spanish war and somewhat higher ocean freights than New York and other Atlantic ports.

Some other impediments to the trade, such as shallow water at the mouth of the Mississippi, inspection and grading, are now receiving attention by local shippers and transportation companies. The depth of water is being improved to permit vessels to load to their full carrying capacity. A movement is on foot to have the in-inspection charges reduced from 40 cents to 25 per car, and also to grade grain in line with the grading at competing ports.

The old theory that corn could not be safely shipped from the Gulf ports at all seasons has been pretty well exploded by the recent records of those ports; while the opening of new railroad lines south from the central grain states has given all the Gulf ports an unexpected strength in the export trade.

KANSAS CITY AND GRAIN.

Kansas City is, without doubt, "feeling her oats" this season, though her oats are chiefly wheat and corn. The city is magnificently situated to become a great grain market; and with a railway system of 27 lines of road tapping the grain fields in every direction, only the grossest mismanagement can prevent a continuance of the wonderful increase of the grain trade enjoyed there during the past ten years.

The city's total receipts of all grains has increased from 9,221,000 bushels in 1888 to nearly 51,000,000 in 1897, and a probable larger total for 1898. In 1880, the total grain storage of the town was 400,000 bushels, with a handling capacity of 100,000 bushels. Now there are in the city eighteen elevators, with storage capacities ranging from 45,000 to 1,000,000 bushels each, and a total of 6,000,000 bushels, with a daily handling capacity of 1,500,000.

During 1897 the wheat receipts were 26,121,000 bushels, or 40,157 carloads. The receipts of corn for the same period were 20,209,500 bushels, or 26,946 carloads, of oats 3,923,000 bushels, of rye 326,300 bushels, of barley 16,800 bushels, and of flaxseed 258,000 bushels.

Comparing receipts for the first seven months of 1898 with a like period in 1897, we find a large gain in the quantity of wheat handled, but a decline in the total of corn and oats. The figures are given by the secretary of the Board of Trade as follows:

	1898.	1897.
Wheat	9,604,060	4,491,600
Corn	9,996,000	12,986,100
Oats	2,009,000	2,065,000

The following tables of totals of wheat, corn, rye, oats and barley handled may be interesting:

Year.	Receipts.	Shipments.	Elevator Receipts.
1888	9,220,777	3,065,167	1,868,738
1889	18,972,104	6,378,140	3,038,306
1890	29,939,200	29,664,950	6,642,964
1891	36,343,016	32,954,020	15,667,608
1892	49,851,900	35,981,159	17,705,966
1893	36,255,310	32,670,449	13,724,370
1894	24,093,150	15,752,954	5,264,510
1895	20,192,900	15,026,266	3,994,759
1896	24,617,500	18,996,130	1,872,489
1897	50,597,200	39,739,300	28,457,838

The Santa Fe road handled in 1897 the greatest amount of wheat by 3,000 cars, while the Burlington handled the most corn by 7,000 cars. The receipts by carloads in 1897 were as follows: Burlington, 17,415; Santa Fe, 16,065; Missouri Pacific,

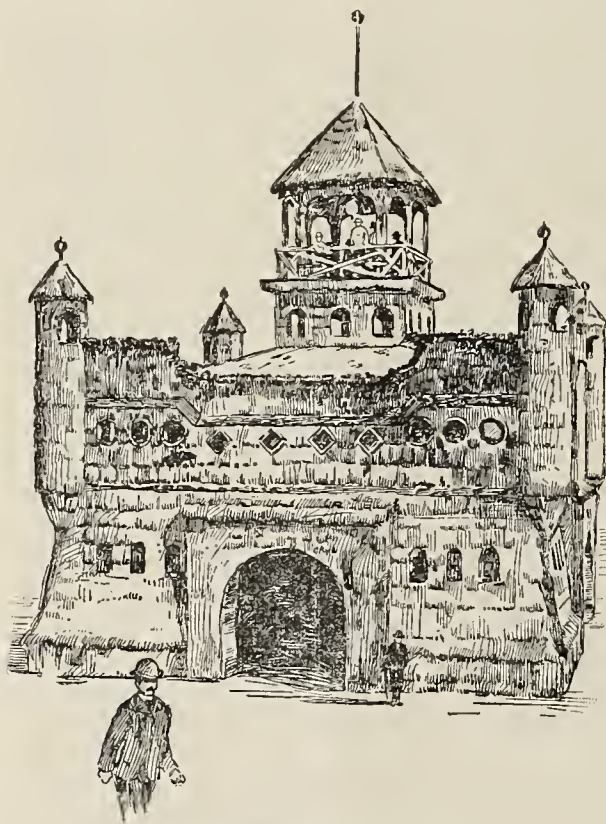
14,412; Rock Island, 11,548; Union Pacific, 11,283; all other roads, 11,382.

The Kansas City grain men are certainly an energetic body of men, who are daily pushing their operations farther out into the territory possibly tributary to that city; and it is now pretty hard to find a locality in the West and Southwest which the grain men of that city have not explored and exploited "for all it is worth."

ARCOLA BROOM CORN PALACE.

One of the features of a successful street fair held at Arcola, Ill., during the last week of September, was the broom corn palace, a picture of which we give herewith. Broom corn is the characteristic crop of Arcola's immediate neighborhood, there being some peculiarity of the soil that makes it especially adapted to this crop for which Douglas County is celebrated. Such a feature was particularly appropriate, therefore, to an Arcola fair.

The palace occupied the crossing of Main and Locust streets. The base was forty-five feet square. In the center of each side was a large arched doorway, while on each corner were minarets of beautiful design. The tower was surmounted by a



ARCOLA BROOM CORN PALACE.

bandstand. The interior was divided into convenient compartments and rooms where different exhibits were placed such as floral displays, art and needlework, etc. From the ground up inside and outside the palace was ornamented, trimmed, and finished with the plumes of broomcorn. Brush was batted on in many places to represent the appearance of large quantities of baled broomcorn. In some places, notably around the doorways, windows, and portholes, the green stalk of the plant was twined and intertwined in a thousand fantastic and artistic styles.

NEW ELEVATORS IN THE CANADIAN PROVINCES.

After much delay, which has called for considerable newspaper criticism, the contracts for the new Intercolonial Railway grain elevator at Halifax, N. S., has been let to M. E. Keefe of Halifax. The contract calls for its completion by January 1 next. It will not, therefore, in all probability handle much, if any, of this year's grain.

Meantime, at St. John, N. B., the work on the Canadian Pacific elevator is progressing rapidly and will soon be finished.

Great Britain consumes \$163,000,000 of grain and \$162,000,000 of tobacco. "My Lady Nicotine" with her "Arcadia Mixture" seems to be as popular as the beer mug.

HOW COMMISSION HOUSES WRONG LOCAL DEALERS.

[A paper by Geo. A. Stibbens, secretary of the Grain Dealers' Union of Southwestern Iowa and Northwestern Missouri, read at a meeting of the Union held at Council Bluffs, Iowa, September 28, 1898.]

This subject is a delicate one, but a serious problem confronts us, which must be met fairly and firmly. It may be somewhat of a surprise to the commission people to be accused of wronging the local dealers. We are pleased to state that there are commission houses who do business in our territory that give the local dealers the very best of support. On the other hand, we are grieved to be compelled to say there are some commission firms doing business in our territory who do just the opposite. The irregular dealer and the farmer consign a car of grain to some commission firm; the draft is usually paid; the grain sold at the very best price, and return promptly made, advising the party to consign again—that their shipments will have the very best of attention on arrival. These are facts that cannot be disputed. Every commission house has a list of the regular dealers, or could have if it wanted one. As soon as a receiver is notified of a shipment he well knows whether it is from a regular or irregular dealer; and when he learns it is from an irregular dealer, how easy it would be to turn down the draft. But, how often is it done?

We frequently receive letters from receiving houses stating they are incorporated according to the laws of the state and are compelled to receive consignments from anyone; and claim they get no business from the regular dealer at the station in question, they give us to distinctly understand they are out for business and propose to get it wherever they can. A commission house that cannot exist without the trade of irregular dealers is not worthy of the name it bears. The sooner the trade learns to shun such people, the better their business will prosper. How often do you hear of the receiving house notifying the irregular shipper, after receiving the first consignment, that he does not want his business? If this was done, and the irregular fellows learned their drafts would not be honored, this class of shippers would very soon cease to exist. It is an impossibility for a dealer to give business to every commission man that solicits his trade. But after a house has solicited your trade for a while, and does not get it, they frequently conclude they will get even with you by creating a "scalper" at your station; and when this is done they feel proud of the fact that your business has been ruined in order to gratify their greed. If every regular dealer would positively refuse to do business with any receiving house that receives shipments from other than regular dealers, this trouble will soon be ended.

A few track buyers and receiving houses send bids to "scalpers," farmers and people who have been out of business for years. Why is this done? Simply because they do not take the trouble to revise their lists occasionally. If they would ask for a list of the regular dealers they could procure it at once. A track buyer or receiving house that bids "scalpers" and farmers should be "cut" by every regular dealer in the land, and the same rule should apply to anyone making a practice of receiving consignments from irregular shippers.

What assurance have you, Mr. Receiver, if the irregular shipper makes an overdraft, that he will make it good? On the other hand, how often does the regular shipper make an overdraft on you? And if he does, do you have any trouble to get him to pay it? If this is true, and I think it is, what explanation can you make for dealing with the irregular fellows? One receiving house will say, I propose to run my own business and will not allow any grain association to dictate to me. A commission firm that takes such a stand would rather ruin the business of a dozen dealers who have an investment than lose a half-dozen cars of grain from a "scalper." This evil of the trade can be eradicated by absolutely refusing to do business with any man who will bid or receive consignments from a scalper. When all receiving houses and track buyers fully

understand they can get no business from the regular dealers unless they refrain from dealing with "scalpers," there will be no more trouble along this line. The country dealers should have an understanding with the commission houses and track buyers in order to know what to expect from each other. Their interests are identical, and they should fully understand if the business is to be conducted in a manner beneficial to all concerned. A dishonest commission house or track buyer should be severely let alone, and the same can be said in regard to the dishonest country dealer.

Ordinarily, there is enough grain to be handled for all in the business. Then why is it that a great many of us persist in doing business for nothing? We are not in favor of taking exorbitant profits, but we do insist that every man in the grain business should have a legitimate margin. People in the grain business are largely to blame for not getting a reasonable profit. The commission man and the track buyer strain every nerve to pay an eighth more than their competitors. The country dealer oftentimes will pay half to one cent more to take the grain from his competitor. He will also set the price up because the farmer tells him some other town is paying more. A man connected with the grain trade, who goes to the wall, gets no sympathy from the outside world. The world says he is a fool who has given his money to the farmers for the sake of doing business. Did you ever hear of farmers helping to start up a broken grain dealer? No. You never will. But you will always find them ready to take money from the next sucker who chances to come along.

A man operating an elevator is ordinarily considered a regular dealer, and usually he is. We have a few elevator owners in our territory who are greater disturbers than any "scalper" we ever had to contend with; but when a commission house is asked to discontinue bidding these men, a great howl goes up, and they tell us we have no right to ask them not to do business with an elevator owner. We claim that a disturber who owns one or a dozen elevators should be treated the same as the worst "scalper" in the country. Is there any good reason why a dealer who operates an elevator should ruin the business of twenty men who are doing a legitimate business? Country dealers should be willing to live and let live, or be boycotted. This may seem to be very plain language, but the time has come when it is necessary to adopt stringent measures. How many members of this Union are ready to pledge themselves to heartily support the principles outlined in this paper?

Dealers, if you will give us your moral and financial support and treat your competitor fairly, we will soon remove the evils of the trade. We desire to impress upon your minds that every commission house that receives consignments from irregular dealers is your enemy, and the same can be said of the track buyer who bids farmers and "scalpers." Each of you knows this statement is a fact; then is it necessary to tell you what you should do in order to drive such pirates out of the trade? I think not.

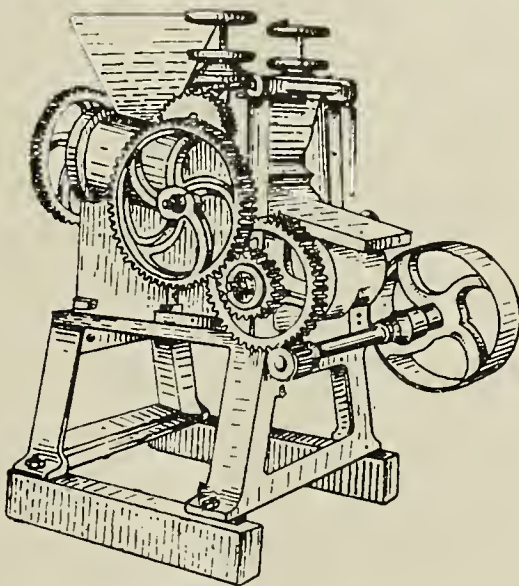
Leaving this subject, we wish to drop a few general remarks to the country dealers. We ask you to consider for a moment the present condition of the trade, compared with what it was prior to the organization of this Union. In what condition did we find the trade? Thoroughly demoralized; one to three "scalpers" at each station; local dealers paying more for grain at some stations than track buyers. Is it any wonder that country dealers awoke to a full realization of their condition? You ask, What is the condition of the trade at this time? There are not four "scalpers" in the entire territory; the dealers are working harmoniously with a very few exceptions. With but one exception, where there is discord among dealers at the present time, they are themselves to blame for it. There are a few dealers throughout the territory who claim that the Union is of no benefit to them, and they refuse to contribute one dollar per month for its support. To this class of dealers, we put the question, Have you, in any manner whatever, done the slightest thing to aid the Union ex-

cept to grumble and growl about the big fat salary paid the officers? We can never have a harmonious grain trade until every dealer in the territory concludes he will buy grain on a reasonable margin or not buy it at all. Quite a number of our members never get out to our meetings; and I presume they think enough will attend, and they stay at home. Suppose all our members would do this, we would have no meetings. These meetings have done as much as any one thing to harmonize the trade, as dealers have become acquainted and learned that their competitors were not as bad characters as they imagined. We are satisfied we learn something at each meeting, and we wish we could say a word that would induce every member to attend the meetings; for the oftener we get together the better friends we become. We cannot carry on this organization successfully, unless we have the support of all its members.

In conclusion, we urge every dealer present to go from this room to his home more determined than ever, that he will work smoothly with his neighbor; and do not forget, when you "back" your competitor, that you not only injure your own business but you ruin the trade for all the stations surrounding you.

"ARTIFICIAL OATS."

The practice, to which the ancient joker used to refer, of putting green spectacles upon the horse



MACHINE FOR MAKING ARTIFICIAL OATS.

before giving it a feed of shavings or the luxury of a mangerful of excelsior, might have advantages for disposing of a comparatively valueless by-product were the animal agreeable to the plan, but it does not appear that he was. The pressure, however, upon a certain line of factories to dispose of an ever increasing supply of by-products, which contain in themselves the elements of a good forage for animals has stimulated the practical Germans, who have recently put upon the market a new product known as "artificial oats," to which it would seem animals make no objection. A communication by Carl Reichelt of Berlin, reprinted by "Le Meunier," says that the new product is a more hearty feed than natural oats, and that it possesses the other valuable characteristics that it may be kept in storage for a long time without depreciation.

By first pulverizing substances containing hydrated carbonates, such as the leguminous plants, wheat and the by-products of milling, these may be mixed with a forage rich in proteine, such as the by-products of the sugar, starch and oil factories, etc. To these may then be added other substances designed to tickle the palate of animals, such as, for example, rye flour or bran, oat meal, etc. With these as a basis, the artificial oat is made substantially as follows:

Certain by-products, like those of the mill, become most useful, and are most easily sold, when properly prepared and offered in a convenient and solid form. They are first ground as fine as possible in any convenient way, the quantity of each to be used depending on their nutritive values, their cost and the ease with which they may be obtained. The

substances selected are put into a mixer and worked dry until the mass becomes entirely homogeneous. To facilitate the blending of the fine particles, some of the pulverized mass is put into a boiler having a stirring device, and made into a paste, which is mixed with the cold material, which now becomes damp, but always remains in the condition like flour. This mixture is the base of the new forage, the "artificial oat."

To give it the desired form, the damp mixture is put into a special machine, a picture of which is shown on this page, which shapes it into the form of grains, which are then dried upon sieves to give each particle a sort of skin or bark. A special machine, patented, is also used for drying the product, and has the further object of increasing its stability by sterilizing the raw materials, as well as preventing the forage when in the animal's stomach from massing in indigestible boles.

As this forage is at once sterilized and hygroscopic, it shows no tendency to mold, but may be kept for a long time and sold at a better profit than the natural oats; while a comparison of the chemical composition of the artificial with the natural oats may be seen in the following table given as the result of a number of analyses:

	Artificial Oats.	Natural Oats.
Water	10.00	12.40
Proteine	18.20	10.40
Fat	7.97	5.20
Coarse fiber	8.09	11.20
Soft fiber	5.92	3.00
Extract substances free from azote	49.82	57.80
	100.00	100.00

THE PEAVEYS ENTERING NEW TERRITORY.

The recent purchase by F. H. Peavey & Co. of Minneapolis of the South Chicago elevators of the Chicago O'Neil Grain Company, and their purpose to build an additional house on this property at South Chicago, thus increasing their storage capacity there to 2,900,000 bushels, has introduced a new factor into the grain trade at Chicago of no small importance. The Peavey expansion has, in fact, quite disconcerted Chicago, because, in the first place, it quite destroys the traditional ethical theory that "warehousemen shall stick to their own territory," for whereas the natural territory of Peavey & Co. is said to be the Northwestern line, they have now invaded the Rock Island territory to bid for grain in competition with Counsellman, the Rock Island road, by its South Chicago branch, delivering grain direct to the Peavey houses there. In addition to the new house at South Chicago, Peavey & Co. will build an elevator on the U. P. tracks at Council Bluffs, also, having a capacity of 1,500,000 bushels.

F. H. Peavey & Co. is one of the heaviest grain buying firms in the West, operating from Minneapolis, where they own elevators which are the receiving houses for four lines of elevators, extending out into Minnesota, the Dakotas, Northwestern Iowa and Eastern Nebraska. In the latter directions their trade has been more or less tentative in quantity, but their late movements indicate a purpose to invade all Iowa, Nebraska and Kansas on an extensive scale.

In pursuance of this policy Mr. Fulton Peavey has been placed in charge of the Chicago office, a new district office has been opened at Omaha, with Mr. W. H. Chambers in charge, while still another district office has been located at Des Moines, Iowa, managed by Mr. J. W. Chambers, a brother of W. H. Chambers at Omaha, both of whom are known by practically every grain man in those states.

The Peaveys have thus opened a campaign which promises to make bidding for grain interesting to the buyers on both the Northwestern and Rock Island routes. The future developments in those lines will, therefore, be watched by the trade with interest.

The grasshoppers are reported in great numbers in the young wheat fields of Daviess County, Kentucky.

BABY CORN.

A happy mother stalk of corn
Held close a baby ear,
And whispered: "Cuddle up to me,
I'll keep you warm, my dear.
I'll give you petticoats of green,
With many a tuck and fold,
To let out daily as you grow;
For you will soon be old."

A funny little baby that,
For though it had no eye,
It had a hundred mouths; 'twas well
It did not want to cry.
The mother put in each small mouth
A hollow thread of silk,
Through which the sun and rain and air
Provided baby's milk.

The petticoats were gathered close
Where all the threadlets hung,
And still as summer days went on
To mother stalk it clung;
And all the time it grew and grew—
Each kernel drank the milk
By day, by night, in shade, in sun,
From its own thread of silk.

And each grew strong and full and round,
And each was shining white;
The gores and seams were all let out,
The green skirts fitted tight.
The ear stood straight and large and tall,
And when it saw the sun,
Held up its emerald satin gown
To say: "Your work is done."

"You're large enough," said Mother Stalk,
"And now there is no more room
For you to grow." She tied the threads
Into a soft brown plume—
It floated out upon the breeze
To greet the dewy morn,
And then the baby said: "Now I'm
A full-grown ear of corn!"

—The Independent.

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

FAVORS TRACK BIDDING.

Editor American Elevator and Grain Trade:—I am in favor of everybody bidding for and buying grain that wants to, so long as they are able to pay for what they buy.

Yours truly, B. M. STODDARD.
Minonk, Ill.

A SATISFACTORY GRAIN CONTRACT.

Editor American Elevator and Grain Trade:—To those who think a grain contract is worth using

am anything ahead by so doing. I find that when the market is advancing there are plenty of track bidders, but when it is declining they drop out.

Yours truly, HENRY WETZEL.
Lisbon, Iowa.

PREFERS TO CONSIGN.

Editor American Elevator and Grain Trade:—We very rarely accept bids from commission or elevator men at general market points, preferring to ship to these points on consignment. We do try to sell to mills direct as much as possible, and this gives us rather the best satisfaction and at the same time keeps shipments out of receipts and supply statements.

Yours truly, RHODES GRAIN CO.
Granger, Ind.

TRACK BIDS HAVE ADVANTAGES FOR THE COUNTRY DEALER.

Editor American Elevator and Grain Trade:—Situated as we are on the I. & M. Canal, we are not in a position to accept track bids at present, but would be sorry to see the practice discontinued. While there are objections to it, there are also advantages for the country dealer, which we hope to be able at some time to take advantage of.

Yours respectfully, MORRIS GRAIN CO.
Morris, Ill.

TWO SIDES TO THE QUESTION.

Editor American Elevator and Grain Trade:—The question of whether the custom of track bidding should be abolished or not is one to which the writer has not given any thought until now. It seems, however, that there are two sides to the subject, and, without running it down to a study, we think that perhaps it is about a stand-off, both plans having merits and demerits. We trust that just and equitable conclusions on this subject may be reached by the trade and finally the way found and adopted which will be for the betterment of the greatest number.

Very truly yours,

PRATT-BAXTER GRAIN CO.,
Taylorville, Ill. Theo. P. Baxter.

NEW ELEVATORS AND IMPROVEMENTS.

Editor American Elevator and Grain Trade:—Since writing you last we have finished a 65,000-bushel elevator at Waggoner, Texas, for D. Waggoner & Son, the cattlemen. Also a 15,000-bushel elevator at Meadow Grove, Nebr., for the Trans-

Leas Sheller and a Cornwall Cleaner in the Union Elevator at Council Bluffs, Iowa.

Yours very truly, SEELEY, SON & CO.
Fremont, Nebr.

TRACK BIDS FALL INTO UNRELIABLE HANDS.

Editor American Elevator and Grain Trade:—We would decidedly prefer that the Chicago elevator men and receivers discontinue sending out track bids broadcast over the country, as many of them fall into unreliable hands and do much damage in demoralizing the grain trade. We would be very much pleased to have the practice referred to discontinued.

Yours truly, SPENCER GRAIN CO.,
Spencer, Iowa. R. Troendle, Prest.

PLEASANT TRADE WITH TRACK BUYERS.

Editor American Elevator and Grain Trade:—In regard to track buying being abolished, we have had a very pleasant trade with track buyers and have sold them perhaps three-fourths of all our shipments in the past few years. At the same time, we think it would be better for the regular dealers, and cannot see why it would not be just as well for the receivers, if track bidding could be entirely discontinued.

Yours truly, SIDNEY ELEVATOR CO.,
Sidney, Iowa. C. D. Knapp, Manager.

FAVORS TRACK BIDDING.

Editor American Elevator and Grain Trade:—In relation to the custom of track bidding by Chicago elevator men and commission firms, we are in a district where these people have to compete with exporters, and must say that it is decidedly to our advantage as well as to others' that we have track bidders. We can see no disadvantage to Chicago receivers arising out of this. As a rule the grain bought by Chicago track buyers don't go to Chicago. We are for the track buyer.

Yours truly, WALKER & SNELL.
Moweaqua, Ill.

TRACK BIDS QUITE SATISFACTORY.

Editor American Elevator and Grain Trade:—We are selling most of our corn and oats on track bids in a way that is quite satisfactory to us generally. Our wheat and flax (which we clean well before shipping) is consigned on account of the wide difference in the grades and conditions of wheat, and of the inability to sell flax at any advance over current market on day of sale. The bids on corn and oats are often 1 to 3 cents above current market quotations on day of acceptance. I should miss track bids if they were discontinued.

Yours truly, F. A. SCOTT.
Eagle Grove, Iowa.

A CORRECTION.

Editor American Elevator and Grain Trade:—We notice an item in your issue of August 15 regarding the rebuilding of the Armour Elevator "D," between Twenty-second Street and the South Branch of the Chicago River, in this city, in which Mr. J. L. Record is mentioned as the builder. We would respectfully inform you that while Mr. Record is the engineer for the work, we have the contract from the Armour Elevator Co. for the erection of the building, and would thank you to make this correction in your next issue.

Respectfully, L. L. LEACH & SON.
Chicago.

ABOLITION OF TRACK BIDDING WOULD BE A BACKWARD STEP.

Editor American Elevator and Grain Trade:—You may register me as being most positively opposed to the abolition of the custom of track bidding as now practiced, especially by Eastern buyers. I regard it as one of the best, if not the best, means of disposing of grain by the country buyer.

During the past summer I have made a thorough test of selling to both track buyers and through commission houses, and I have found the former far more satisfactory. I have had less trouble with weights and scarcely any with inspection. In the majority of sales I have netted more money

GRAIN CONTRACT.

This Agreement Witnesseth: That I have this day sold to S. M. BARNES, of Fairbury, Illinois,

.....bushels of good, sound, merchantable.....
to grade No. or better, atper bushel, the same to be
delivered by me to him in his cribs, bins or elevator at, Illinois, as he may
direct. The said grain to be in good merchantable condition, free from snow or rain, and delivered on or
before the.....day of, 189....., at his option.

I further state that I am the sole owner of said grain and that the same is now.....
on the land known as the.....farm in.....
Township,County, Illinois, and that the same is free from and clear of
all liens and encumbrances whatsoever.

I make this statement for the purpose of obtaining credit and securing whatsoever sum of money may be advanced upon this contract, either at
this date or at any time between this date and the delivery of said grain. If default be made in the delivery of said grain the said S. M. Barnes or
his representative may, without suit, take possession of the same wherever found and market the same at my expense and after paying all
expenses, moneys advanced with interest, etc., the balance, if any, shall be paid to me

Signed

Witness.....

Dated this.....day of, 189.....

S. M. BARNES,
FAIRBURY, ILL.

A SATISFACTORY GRAIN CONTRACT.

at all, I will say that the one inclosed has proven satisfactory, and in some cases has saved me money.

Yours truly, S. M. BARNES.
Fairbury, Ill.

TRACK BIDDERS DROP OUT ON DECLINING MARKETS.

Editor American Elevator and Grain Trade:—I for one think that it would be a good thing if track bidding was abolished. While I have sold a great deal of grain on track, I do not think that I

Mississippi Grain Co. We have also completed quite extensive repairs for the last-named company at Exeter, Nebr. Also for B. L. Morehouse at Gresham, Nebr., and for N. B. Updike at the same place. Also repairs for J. Delaney at Harvard, Nebr.

We expect this week will see the completion of a 50,000-bushel grain elevator at Minco, Ind. Ter., for the Minco Mill & Elevator Co., and a 75,000-bushel elevator at Bay State, Nebr., for G. F. Swift, the packer. We are also putting a No. 4 Barnard &

than I could possibly do by selling through a commission house.

I should regard it as unfortunate for the country dealer if track bids were withdrawn, and as taking a step 20 years backward in the grain trade.

Yours truly, L. SIMONTON.
Lebanon, O.

TRACK BIDDING IS DETRIMENTAL TO THE TRADE.

Editor American Elevator and Grain Trade:—Regarding bidding by grain dealers and grain receivers in Chicago, would say, it is detrimental to the trade. If discontinued by commission houses of Chicago it would save hundreds of thousands of dollars annually in postage. We see no material good to the country shipper in this practice, in fact, they strew their bids promiscuously over the country and half of them, we presume, fall into the hands of parties who have no money invested in the grain business proper. For our part, we would be glad to see Chicago receivers and grain dealers discontinue their bids.

Yours truly, E. R. ULRICH & SONS.
Springfield, Ill.

NEW INDIAN TERRITORY ELEVATOR.

Editor American Elevator and Grain Trade:—The large grain elevator at this point is completed, and is known as the "Big Four" Elevator. It is owned equally by McKee & Co., Drenau Grain Co., W. N. Purmort Grain Co. and W. M. Newton & Co. The elevator has a separate dump, with double bin, for each party. Its storage capacity is 40,000 bushels, and handling capacity 1,000 bushels per hour. The house is equipped with a 12-horse power Fairbanks-Morse Gasoline Engine, Savage & Love Dumps, Fairbanks' Hopper Scale, 500 bushels' capacity, and an Invincible Separator, making it one of the best equipped elevators in the territory.

Yours truly, W. M. NEWTON & CO.
Enid, O. T.

NO GOOD IN TRACK BIDDING FOR COUNTRY DEALERS.

Editor American Elevator and Grain Trade:—We can see no good for the country dealer in track bidding. Men who are not dealers get bids daily. Men who do not know or who do not care how much shrinkage the dealer has to stand think that a margin of one-quarter to one-half a cent is a big thing, and they will either go into the scoop-shovel business or induce some neighbor to do so. This will force the regular dealer to figure on as thin a margin as possible in order to keep the scoop-shovel man out, and at the end of the year he finds the ledger balance very small, and in most cases on the wrong side.

We feel that to abolish track bidding would, in a great measure, do away with scoop-shovel men and give the country dealer a change for better margins, and a steadier market.

Yours truly, FRANK THOMS & CO.
Minburn, Iowa.

ABOLITION OF TRACK BIDDING WOULD SOLVE THE SCOOP SHOVEL PROBLEM.

Editor American Elevator and Grain Trade:—Relative to track bidding for grain by Chicago receivers, would say, while we do not think track bidding is conducive to the best interests of the trade in general, we do not see how Chicago receivers can abolish the custom when there are so many other firms throughout the country that have to depend on their track bids exclusively for their business. We think if the track bidding could be abolished entirely, the scoop shovel problem would be solved, as their life depends on the track bids they get, and these are generally from firms who are outside of Chicago and other grain centers.

If Chicago commission men will go to work and get rid of the elevator combine, and force them to quit dealing in grain, they will be in much better shape to talk about discontinuing track bidding. It has a tendency to make a country merchant sick to hear the representatives of the different commission houses in Chicago sing their tale of woe about how the elevator men are eating them up body and soul. But, when any movement is made to try to

remedy the evil, they seem afraid to breathe without getting permission from the elevator combine.

Yours very truly,

THE SIDELL GRAIN & ELEVATOR CO.,
Sidell, Ill. By J. H. Herron.

A TEXAS NEED SUPPLIED.

Editor American Elevator and Grain Trade:—The September issue of "American Elevator and Grain Trade" is at hand. Allow me to thank you, in behalf of our Texas Grain Dealers' Association, for the excellent write-up you have given our organization. We are certainly starting off under very flattering auspices, and we look for good results. This is something that Texas has needed for a long time, and now that a start has been made I have no fear but what our Association will be a permanent institution and that our labors as an association will result in much good to all concerned.

Yours truly, J. P. HARRISON, Prest.
Sherman, Texas.

TRACK BIDDING DIFFICULT TO ABOLISH.

Editor American Elevator and Grain Trade:—We read with much pleasure the editorial in your September number on the question, "Shall the Custom of Track Bidding be Abolished?" In relation to this question we will say that conditions governing the buying and selling of grain between your section and ours are so great that we are really unable to express an intelligent opinion. We know that we cannot abolish the practice of track bidding, for the reason that we have no points of concentration, and dealers have to make bids to the country dealers f. o. b. their points. Even for your section, we think it would be very hard for you to entirely abolish this custom.

We are very much gratified at the prospect of our newly organized Texas Grain Dealers' Association doing much good for its members.

Yours truly, P. T. ANDREWS & CO.
Fort Worth, Texas.

SELLS TO BEST BIDDERS.

Editor American Elevator and Grain Trade:—We have read the editorial on track bidding on page 113 of the September issue of the "American Elevator and Grain Trade." As far as we are concerned, will say that we sell our grain where we can do the best: Chicago, St. Louis, Kansas City and other markets. Should the Chicago market discontinue track bidding, more of our grain would undoubtedly go to other markets, as it is not likely that St. Louis, Kansas City, Baltimore and other markets would discontinue track bidding.

From the receivers' standpoint we can understand that it would be a good thing to have track bidding discontinued, but we fail to see how it would benefit the country dealers or the Chicago market. On the contrary, we think both would suffer.

Yours truly, TRANS-MISSISSIPPI GRAIN CO.,
By F. S. Cowgill.
Omaha, Nebr.

PREFERS BIDS TO GUESSWORK.

Editor American Elevator and Grain Trade:—From our standpoint it appears that it would be against our interest for receivers and other track buyers to quit bidding the country dealers, of which we are one.

It is our policy to have bids before us at the close of the market each day, good until the opening the following day, and we instruct our country agents, of which we have a great number, giving them the basis at which we can sell, with instructions to buy on a good legitimate margin of 3 cents to 4 cents per bushel, for all grades of wheat which can be sold to arrive. Our agents are required to notify us before the opening of the market the following day amount of wheat bought and contracted during the day. We are then able to sell, to arrive, all purchases, thus protecting ourselves fully on everything bought and insuring a reasonable profit.

If we were cut off from all bids, our only recourse would be to buy the stuff by guess and ship

on an uncertain market, not knowing what to depend upon or what price we would receive.

These reasons we consider sufficient grounds for taking the side that it is best for us to receive bids from the buyers at terminal points, or any other buyers who are bidding for grain in the country.

Yours truly, H. L. STRONG GRAIN CO.
Coffeyville, Kans.

CONSIGNEE GRAIN BRINGS LESS THAN TRACK PRICES.

Editor American Elevator and Grain Trade:—We are emphatically opposed to the discontinuance of track bids. The retail dealer will consign his grain to a commission firm who is also a track buyer, and he invariably receives from $\frac{1}{4}$ to $\frac{3}{4}$ of a cent per bushel less for the consigned grain than the price bid for it on track by the same firm on day of arrival. Besides, track bids help to gauge the price paid by the retailer to the farmer. It enables him to know just what his grain will realize and enables him to make an intelligent bid to his customer.

Every honorable grain dealer in Chicago and other grain centers of the country ought, in our opinion, to oppose strenuously the discontinuance of track bids. Dishonorable and unscrupulous dealers force themselves into all the channels of trade, and this class would reap a harvest off the farmer and country dealer if the only competitive feature was removed, namely, the track bids. We fear if this should be done that the grain trade of Chicago would become a second South Water Street.

Very truly, WHITAKER & BISHOP.
Monarch, Ill.

TRACK BIDDERS USUALLY PAY MORE.

Editor American Elevator and Grain Trade:—In answer to the question, Should the custom of track bidding be abolished? would say that the system undoubtedly has its faults, but on the whole we are inclined to think that it also has many advantages. One of the greatest of these is the protection it affords against the scalper—the greatest evil that the country grain dealer has to contend with.

Our experience has been that the track bidder is usually in a position to pay more for grain than we can get out of it by consigning. In most cases we are able to sell the grain to the same parties that a commission house would sell to if we consigned, thus not only saving a commission, but at the same time affording protection that we could not otherwise get.

As no reliable track bidder will make bids to a scalper, we consider this a greater advantage to us than the loss of an occasional grade, that we sometimes think could and would be corrected if we should go back to the old system of consigning.

Respectfully yours,

Ashland, Nebr. RAILSBACK BROS.

CONSIGNMENTS PURELY SPECULATIVE.

Editor American Elevator and Grain Trade:—In regard to the question, "Shall the custom of track bidding as practiced by Chicago elevator men, and commission men as well, be abolished?" our answer would be, most emphatically, "No."

Should this custom be abolished, the only alternative would be for country grain dealers to consign. In the present condition of the grain market, with futures at a discount, there is no possible chance for grain dealers to hedge the grain in transit. Consequently, consignments are purely speculative. We are obliged to pay cash to farmers when we buy their grain. By getting bids every day from the principal markets we are able to give our agents limits for their purchases during the day. Knowing what we can sell the grain for, we can figure a much closer marginal profit than if we were in the dark and dependent on what the grain would bring on arrival at destination.

To abolish bids would make country elevators practically worthless, as their only value then would be houses in which to store grain. It would increase the army of scalpers, and also be an

incentive for farmers to consign their grain, as they certainly could better afford to speculate than could the regular dealer.

Yours very truly,

OLIVER RODGERS & CO.

Lincoln, Nebr.

UNINTENTIONAL BIDS TO SCALPERS.

Editor American Elevator and Grain Trade:—Many commission houses and brokers bid scoop-shovel men, supposing them to be elevator operators. I have unintentionally bid them myself, and have been notified by the regular dealers, and in a few instances the language used by the elevator man showed that he was in earnest. If all dealers will make an effort in this direction, it will not take long to convince the scoop-shovel man that if he wants to ship grain, he had better get a house. I do not say that this class of trade is dishonest.

Many of them no doubt are honorable, but they will never make much money operating as they are, and it will be doing many of them a kindness if they could not ship a pound of grain until they fixed to do business on business principles. It is not only the duty of the dealers, where these people operate, to notify their correspondents, but the surrounding towns are more or less affected and should put their shoulder to the wheel and help get rid of this unfair competition. If you have trouble of this kind, go to your neighbors, lay your case before them, and you will find they will be glad to do what they can to help you.

Yours truly,

E. A. GRUBBS.

Greenville, Ohio.

PREFERS SELLING OUTRIGHT TO CONSIGNING.

Editor American Elevator and Grain Trade:—In regard to whether or not the custom of track building as practiced by Chicago elevator men, and commission men as well, be abolished, we really have given the matter very little thought, but our experience has been that it is much more satisfactory to know just exactly what we are going to secure for grain before shipping, rather than to consign and take our chances on the market. Some of our friends state they have always made more money in consigning, and while we are inclined to think that under certain conditions that may be the case, conditions will change and the reverse will prove true.

We do agree, however, that the elevator men should not come in competition with commission men in buying grain, but we see no reason why the commission men should not continue buying stuff on the track if they see fit to do so.

To carry that suggestion further, let the mills discontinue sending out bids on wheat. We are buying considerable grain in the West, and it is only by sending bids out that we secure what grain we require, for if we had to depend on consignments we might never get a carload. However, that proposition may be rather overdrawn, but the principle is the same, and as for ourselves, what grain we handle we prefer to sell outright rather than to take our chances in consigning.

Yours truly,

SHELLABARGER MILL & ELEVATOR CO.

Decatur, Ill.

TRACK BIDDING A STEP IN ADVANCE OF CONSIGNING.

Editor American Elevator and Grain Trade:—The education of the grain trade the last few years has been to handle grain quickly while there is a profit. Any firm that followed the policy of consigning would have been bankrupted on the rapid decline in prices. So severe has been the lesson, that the country dealer is now afraid to go over night with a very long line of stuff, and when he buys he immediately tries to place his purchases. The education of the country dealer is no doubt the origin of track bidding.

The system has its advantages and disadvantages to both the commission men and the dealers. To the country dealer, all markets are brought into competition at his own station. There is no necessity for looking over extended correspondence, and

figuring on rate of freights, as each market has named its highest price, and the best bidder gets the grain. The dealer knows the kind and condition of his grain and sells accordingly. He quickly learns the reputable houses and sells for some certain system of weight and inspection. He draws on his sales with bill of lading attached to draft, and the money centers carry him until the grain arrives. To him it is the surest and quickest way of handling his business, and the one that experience has taught him is the safest.

If, on the other hand, the grain were consigned to market, it would be the rankest kind of speculation unless some hedge were placed against it. The country dealer, as a rule, handles a No. 3 grade in odd-sized lots. Is it a hedge to sell something he has not, and something he never expects to deliver, in a market to which he never ships? Through manipulation the contract market may be subjected to a squeeze, while cash grain does not sympathize. The fact, is the history of extreme prices is only those of an artificial corner, and it is the hedger that suffers. What effect it has on the commission men, they are best qualified to answer. As for prices the grain must ultimately find a purchaser, and we cannot see what difference it makes, whether it is hedged by the receiver or by the shipper.

The system of handling business that brings producer and consumer more nearly together is the one that will survive, and track bidding is certainly a step in advance of consignment.

Yours truly,

SMITH-HIPPEN CO.

Per E. F. Unland.

Pekin, Ill.

FAVORS CONSIGNMENT OF GRAIN.

Editor American Elevator and Grain Trade:—Replying to the question, "Shall the custom of track bidding as practiced by Chicago elevator men, and commission men as well, be abolished?" would say that in our opinion the practice of sending out card bids by Chicago elevator and commission men has resulted in forcing the Chicago houses to handle grain on an eighth to a quarter of a cent per bushel, and has been a detriment to every country grain dealer in the state. In fact, we fail to see where it has been a benefit to anyone.

If there were no track bids, country shippers would hedge their grain, and when it arrived and was sold the hedges could be taken off. It would be more satisfactory and more profitable to all parties concerned, and there would be no canceling of contracts, such as there is at the present time, whenever the market declines. Track bids are usually made for ten or fifteen days' shipment. The country dealer buys from the farmer and sells to the track buyer; the farmer in many cases fails to deliver, or rather is prevented from delivering by weather or roads, within the ten or fifteen days' limit. The market declines and the track buyer cancels the deal and the country shipper is left with the corn on his hands unprotected, whereas if he had sold an option against it, it would make no difference whether the farmer took ten days or ten months to deliver. The longer he held the corn back, the more carrying charges the country dealer would get out of it, and when it was finally delivered he could buy in his option and take no chances on having sales canceled on him.

Some may argue that if you buy grain of a farmer for ten days' delivery, and sell the same to a track buyer for ten days' shipment, and the farmer fails to deliver within the time and the track buyer cancels the sale on the dealer, the dealer has the same right to cancel his trade with the farmer, which is very true. He can do this, and state to the farmer that he did not deliver within ten days, and therefore he is under no obligation to take it. The next time he makes a deal with the farmer and the market advances two or three cents a bushel, the farmer may purposely hold back until the time is up and then say to the dealer that he did not get it in within the ten-day limit, and therefore he would not deliver

it at all, and cite the dealer back to the time he canceled on him because the market declined.

We are not claiming that his position is right, but these are some of the inconveniences caused country dealers by car bidders. All of this would be avoided if track bids were discontinued, and dealers would hedge and consign in the old way, and everybody would profit by it.

Yours truly,

CROCKER ELEVATOR CO.

Maroa, Ill.

CONSIGNING HAS PROVED PLEASANT AND PROFITABLE.

Editor American Elevator and Grain Trade:—In reply to the question, "Shall the custom of track bidding as practiced by Chicago elevator men, and commission men as well, be abolished?" we would say, yes.

The day when track bids were of any special benefit to a wide-awake elevator man is a thing of the past. It is not an unusual thing for bids to be from 1 to 10 cents per bushel under the market value. We need only to recall the bids sent out by commission men last May, which ranged from 1 to 10 cents apart, from the same market, while men who had their wheat on that day's market were able to get full market value.

There are many unpleasant things arising from selling on track bids, most of which are familiar to all elevator men, such as off grades, blowing grain at terminal point, the injustice of grading a car according to the poorest grain found in the car, etc. Often a small load of inferior grain will be put into a car of good grain by an untrustworthy employee and unknown to the proprietor. Such a car should sell for its market value and not for what the poorest is worth.

By shipping your grain and selling it for its real value, you are putting yourself in a position where you can dictate and not be the one who is dictated to. You are the owner of that grain and it is disposed of according to your instructions. If there is to be any blowing or cutting of price, it is done with your knowledge.

In handling your business in this way it is not necessary to run any great risk. Buy on a margin large enough so that when your grain is delivered and all expenses paid it will net you a profit. If you do not care to run the risk of the market, sell some futures against your daily receipts, and when your grain is disposed of close your deal. Our experience in handling our business in this way has been more pleasant and a great deal more profitable.

Respectfully, B. H. PALMER & SON.

Rockford, O.

Per W. F. Palmer.

COUNTRY SHIPPERS WANT TRACK BIDDING.

Editor American Elevator and Grain Trade:—The question of whether track bidding as practiced by Chicago elevator and commission men should be abolished, is certainly an important one. On what sound business basis do the Chicago receivers, or the receivers from any other consigning market, ask for the abolishment of track bidding? Track bidding has come to stay. Why? Simply for the reason that country shippers want track bidding. Track bidders have advanced the country shipper's situation to a point where he now can handle his business with safety, and knows daily what he can do with his grain. He takes no more risks in selling by sample or grades to track bidders than he would if he shipped on the market. If a country shipper sells by sample or grade to track bidder and misses the grade, he will have to stand the differences. If a country shipper buys grain for a certain grade to ship or consign to some receiver in Chicago, and the grain misses the grade, the receiver will sell the grain to the very best advantage and report accordingly.

The receivers want to see the abolishment of track bidding because it cuts into their earnings; besides, the receivers have other friends that might wish to see the track bidding abolished, for the reason that it now does away with glutted markets. Such parties as have been in the habit

of playing a waiting game for large receipts and glutted markets, are getting tired of waiting, and they are unable to crush prices to suit themselves in buying as well as in selling. This class and the receivers are the ones that want to see track bidding abolished.

Every track bidder cannot give universal satisfaction to everyone he does business with; matters will arise that need to be adjusted, which always can be done on a business basis, just as well as if a difference of the same kind would occur with receivers.

If track bidding was not a benefit to the country shipper, why have track bidding and track sales increased so enormously and are still on the increase? Track bidding is a business, and no business will last long unless it has customers and track bidding business has lots of customers and therefore exists and is getting stronger daily. But track bidding is a business that comes into direct competition financially with the receivers, and with the parties that are always figuring on large receipts and glutted markets. So, it is very simple and clear to us why the receivers are in favor of abolishing track bidding.

Track bidding has come to stay, and there is nothing that hinders the receivers from falling in line and making track bids themselves.

Respectfully yours,

D. H. STUBBINS GRAIN CO.

Davenport, Iowa.

THE DULUTH INSPECTION.

The Duluth inspection office in general and Chief Inspector Clausen in particular have been in a peck of trouble over the grain inspection at Duluth, Minn., since the new wheat began to arrive. The earlier arrivals graded way off, barely 50 per cent grading contract. It was not long before a noise began to be made about it, which spread from Duluth into the country, particularly into Northern Minnesota and Dakota. At the start Mr. Clausen was disposed to regard the complaints as the usual outbreak that always follows the inspection of the earlier arrivals of a new crop; but although within a few weeks the grading became more satisfactory to the local grain men, as the characteristics of the new crop became more familiar to the inspectors, the agitation had assumed quite an angry form in some of the newspapers, and a public meeting even was held at Moorhead.

The complaints at length became so loud that official notice had to be taken of them, and a public hearing was held at St. Paul, September 28, by the Railroad and Warehouse Commission, to which all persons interested in the inspection of grain were invited. This meeting was well attended by farmers, representatives of Farmers' Alliances, millers and elevator men. It appeared at this meeting that there was any amount of complaint, chiefly from the farmer element; but one would have difficulty in obtaining any information from the report of the proceedings other than of the nature of "glittering generalities." A given sample examined by Mr. C. A. Pillsbury and by Mr. S. D. Cargill showed the futility of expecting perfection in inspection. Mr. Pillsbury said of the sample: "I have seen worse wheat graded No. 1 Northern;" while Mr. Cargill said: "It is about on the line. I would not call it No. 1. I would hate to take it at that grade." Mr. Pillsbury said: "The stiffer the grading is done the better it is for the farmer;" while Ignatius Donnelly said: "The difference in the prices of No. 1 and No. 2 amounts to millions of dollars to the farmer." And more to the same effect.

Meantime, when the Fosston Branch of the Great Northern was opened, September 23, Mr. Clausen piloted about forty farmers through the inspection yards, who, according to the newspapers, appeared to be satisfied that the inspection is, as it is intended to be, wholly disinterested and honest and satisfactory.

The sum total result of the tempest seems to be a new newspaper topic; a demand by the extremists for the abolition of the department in the interest of what Mr. Eric Olson calls "an open market," and

a general subsidence into the old ruts by the generality of the trade in all parts of the state.

THE PUBLIC WAREHOUSEMAN.

On September 15 a dinner was served at the Victoria Hotel, Chicago, to a number of members of the Illinois Grain Dealers' Association, including President S. S. Tamm of Minier and Secretary B. S. Tyler of Decatur, and members and representatives of Chicago Board of Trade grain commission firms. After the dinner, the question of the repeal of the Illinois Warehouse Law was taken up, Mr. S. H. Greeley of Chicago acting as chairman.

The subject was viewed first from the political side; and ways and means for pushing the campaign in the doubtful legislative districts were discussed. It was agreed that a campaign fund should be raised to hire speakers to enter the close districts and secure pledges from candidates to vote for the repeal of the law; and where all of the candidates may not pledge themselves, to make a campaign on behalf of the candidates who will pledge themselves. A committee was appointed to raise such a fund and direct its expenditure.

It was then suggested by Mr. John C. Ross that the Board of Trade itself had the power to prohibit public warehousemen from dealing in grain, by the adoption of a rule to that effect, the courts having sustained the contention that the Board of Trade has power under its charter to govern itself and make rules for the conduct of its business as a public exchange. This being so, it would not be necessary, he said, to wait for a repeal of the present law, nor yet for a rehearing of the test case, if the board could be induced to adopt the necessary rule.

A committee was therefore appointed, consisting of S. H. Greeley, Charles R. Clark, and John C. Ross, to prepare a petition to the directors of the Board of Trade to call a general meeting of the Board of Trade association for the purpose of enacting a rule prohibiting public warehousemen from dealing in grain and to discuss the elevator question in general.

This committee duly presented the matter to the directors, but that body has, as was anticipated, taken no action, for the reason that the officials of the board are now waiting for a decision of the Supreme Court of Illinois upon a request from the public warehousemen for a rehearing of their case, originally decided adversely to them by Judge Tuley and affirmed by the Supreme Court.

It is hoped by the commission men that upon a rehearing the court will declare the present warehouse law unconstitutional. In the event of unreasonable delay in procuring such decision, or in the event of legal complications arising to prevent Judge Tuley's injunction against the public warehousemen from taking effect, then an effort may be made by means of a larger and mandatory petition of 100 names to require the directors to call the necessary meeting of the Board association to take up the proposed rule and pass upon it.

Such a rule, if adopted by the Board, would reverse the present conditions, making the public warehousemen and not the commission men the aggressors in future contests between these two interests.

NEW ELEVATOR AT MONTREAL.

The "long-felt want" of more elevator room at Montreal is about to be filled by Mr. W. W. Ogilvie of the City Mills, who has begun the erection of a 2,000,000-bushel elevator, on property adjoining the mill. The foundations now being laid are 240x290 feet in size. The site of the elevator, which is 430 feet deep, has a frontage of 240 feet on the harbor and 240 feet on the canal, and has railway tracks running through it.

The Kintner-Jones Supply Company of Erie, Pa., has received an order for 200,000 bushels of oats to be delivered at Bristol, England, to the Union Canal Company, which will feed them to canal tow-mules.

THE APPROACHING WHEAT FAMINE.

The British Association for the Advancement of Science is an exceedingly learned body. The scope of its investigations is so wide, indeed, that the transactions are conducted by sections, no one human mind being able to comprehend in their entirety all of the subject matters presented. The Association nevertheless has seldom failed to evolve at its each of its sixty-eight annual meetings some sort of a sensation in science to attract the world's attention to its formulations of the world's learning and bring itself in touch with the coarser clay of those who must perforce contemplate the consolidated wisdom of the Association "with wonder and amaze."

Such sensation was this year presented by the President, Sir William Crookes, in his presidential address, which was upon the topic of the food supplies of the United Kingdom and incidentally thereto those of the world, in which the future of the world's wheat culture was specially considered.

Starting out with statement that in the United States, upon which the bread-eating world has depended and still largely depends for the means of subsistence, "there practically remains no uncultivated prairie land suitable for wheat growing," the virgin land having been "rapidly absorbed until at present there is no land left for wheat without reducing the area for maize, hay and other necessary crops," Sir William proceeds to examine conditions for wheat culture on a more extended scale in various parts of the world, reaching the conclusion from such examination that "at the present time there exists a deficit in the wheat area of 31,000 square miles—a deficit masked by the fact that the ten world crops of wheat harvested in the ten years ending 1896 were more than 5 per cent above the average of the previous twenty-six years."

Going into details as to the world's power to produce wheat, Sir William says that the United States, besides having used up their virgin soil, "are yearly adding so many units to the wheat-eaters of the world, that they will soon have likewise to be fed from without." Russia also has been exporting so lavishly that "the excess is merely provisional and precarious," and the consumption of bread in Russia "has been reduced to danger point." In Siberia the conditions are unfavorable to wheat growing. In Canada "performance has lagged behind promise." "Climatic conditions" limit Australia. New Zealand finds fruit and dairy farming more profitable. In Austro-Hungary exports have practically ceased by reason of the advancement of consumption. In Rumania the wheat area is not likely to exceed home requirements. France has nothing to spare. Germany is a gigantic importer. The prospective supply from Argentina and Uruguay has been greatly overrated, and the climatic vicissitudes in the south frustrate in a few days years of systematized energy; besides which there are locusts. South Africa is an importer, and in regard to central parts, wheat culture fails where the banana ripens. North Africa exports a mere trifle, and even this is on the decline. In Egypt cotton ousts grain. Algeria and Tunis produce wine rather than wheat. The wheat average in India is declining, and seven-eighths of the harvest is needed for the not overfed native population. In short, turn where we will, there is little hope for the wheat-eating civilized man in the near future.

Now, while wheat culture is, in the view of Sir William, on the decline, the demands of the bread-eating world, a la Oliver Twist, are rapidly increasing. In 1871, the lecturer said, the bread-eaters of the world numbered 371 millions, consuming 4.15 bushels of wheat per head. Ten years later they numbered 416 millions, while now they number 516 millions, to supply whom, on a basis of 4.5 bushels per capita consumption and seed, will require 2,324 million bushels of wheat—indicating a deficit of no less than 250 million bushels for the present crop year, a fact which the bulls of the

market have not as yet "caught onto;" but this inadvertence of the speculators is due to the fact, as the lecturer indicated previously, that the real danger in the situation has been masked since 1889 by a series of crops above the average. Nevertheless, the lecturer concludes that "under the present conditions of low yield, wheat cannot long retain its dominant position among the foodstuffs of the civilized world. Should all the wheat-growing countries add to their area to the utmost capacity, on the most careful calculation the yield would give us only an addition of some 100,000,000 acres, supplying, at the average world-yield of 12.7 bushels to the acre, 1,270,000,000 bushels, or just enough to supply the increase of population among bread-eaters until the year 1931." What are we to do thereafter? For while we have now 133 million acres in wheat, yielding 2,070 million bushels, in 1931 we shall need 263 million acres in wheat, yielding no less than 3,260 million bushels. Now where is the additional acreage to come from?

The lecturer declares that these 100 million additional acres for wheat cannot be obtained, Henry George having convinced us that the world cannot be enlarged by convenient patches of land. But does Sir William mean therefore that the bread-eaters of the world shall starve or go without wheat bread? By no means. Sir William has led us up to this distressing height and stood us upon the very brink of the awful abyss merely to test our nerves, as it were; and knowing, as he well does, that the gropings and the accomplishments of scientists would be but the useless chasing after phantoms were science to now confess that just as she has reached the supremest height of her wonderful flight she is powerless to relieve man in his supremest plight, Sir William calmly assures us that it's all right, that there is no need for immediate alarm, that a savior is at hand. Section B of the British Association, in fact, is to furnish the chemist who is to play the part of the good magician with his faithful genii. The solution of the problem, Sir William tells us, is to be found in the artificial fertilization of the soil. Wheat require above all else nitrogen, fixed in the form of ammonia or nitric acid; all other conditions exist in the soil. Not that the chemist-wizard's task is to be a sinecure, by any means. For the indispensable nitrogen is mainly of atmospheric origin, and is rendered "fixed" by a slow and precarious process which requires a combination of rare meteorological and geographical conditions. In nature, this process is so slow, in fact, that in order to raise the productive capacity of the wheat area possible from and after 1931 to the yield that will then be required to feed the world, nitrogen must needs be supplied to the soil artificially. Now we can get some nitrogen from coal, but, as Sir William tells us, this source of supply is "not of much significance." Guano is near exhaustion; rotation of crops is good but not sufficient; while not sufficient is known of "microbe cultivation" to depend upon it. Where then is the needful nitrogen to be found? The answer will be obvious to those who remember past discussions of this nature; it is in "the treasure locked up in the sewage and drainage of our towns." "Englishmen are content," the lecturer said, "to hurry down our drains and water-courses into the sea fixed nitrogen to the value of no less than sixteen millions sterling per annum. This unspeakable waste continues, and no effective and universal method is yet contrived of converting sewage into corn."

But it is obvious that the Occidental is not yet sufficiently provident that western civilization may begin now, nor even in 1931, to rely on the earth-closet for means of perpetuating the fertility of the soil, as we are told the Chinaman has been doing for some centuries. Wherefore Sir William offers as the only sure solution of the problem and firm prop of a rescued people, the "fixation of atmospheric nitrogen," which the scientist may accomplish by means of electrical currents generated by the Niagaras and other water powers of the world. "Niagara alone," Sir William confidently assures us, "is capable of supplying the required electrical

energy without lessening its mighty flow. The future can take care of itself."

REPORT ON TOLEDO INSPECTION.

On the instruction of Secretary Tyler of the Illinois Association, Mr. E. R. Ulrich, Jr., of Springfield, recently made an investigation of the corn inspection at Toledo on behalf of Illinois shippers to that market. The complaint of Illinois shippers has been that the inspection has been too severe—much more rigid than inspections at other terminals, and that too great a proportion of their corn has inspected No. 4 to make the market a safe one to ship to.

Mr. Ulrich found that on the days he followed the inspection that about 16 2-3 per cent. of the corn inspected as No. 4. A special examination of 16 cars of No. 4 corn showed that excepting three cars, nearly all of the corn "was corn that had been shelled by country shellers and had not been properly packed before having been shelled, and was musty," and in Mr. U.'s opinion should not have graded better than No. 4. If it had been hauled in to the country elevator in the ear, it would have had a much better chance to air out on the road to the station from which it was shipped.

Mr. Ulrich criticises particularly the rules as to standard No. 3 grades of corn, which do not specify, as they should, "what per cent. of unsound kernels they will allow in the different grades, as the standards, as they now have them on their books, admit of too much leeway for the inspectors and of too wide a construction." He suggests as a remedy that the Illinois and the National associations should formulate some set of inspection rules in conjunction with the various inspection departments of the different cities and states, and try to get them on a uniform basis.

Summing up his findings at Toledo Mr. Ulrich says: "If a good deal of corn which now grades No. 4 in Toledo had gone to other markets, it would have graded No. 3 in my opinion; and a great deal of it would have graded No. 3 in Toledo if it had been better cleaned at point of shipment. My advice, then, to all parties who have sales of corn in Toledo, or may make them in the near future, is to be sure that the grain they ship on such sales is free from rotten grains, clean and free from musty smell. . . . That the agitation carried on by the Illinois Grain Dealers' Association as a body and the agitation by different firms individually will have its effect on the inspection rules in Toledo in time, I haven't any doubt. Incidentally I found out that most of the corn which grades No. 2 and No. 2 yellow and No. 2 white corn in Toledo is inspected out; that is, it is inspected when it comes in and when it goes out; but that most of the No. 4 corn goes through a house that is not regular, and is not inspected out of the irregular elevator, but is loaded out without any inspections into the boats."

LINE OF ELEVATORS SOLD.

The Interstate Elevator Company of Winona, Minn., in September last, purchased the line of elevators hitherto operated by Archer & Howe of St. Paul. There are 21 houses in all, located in the following towns on the Northwestern Railroad in South Dakota: Groton, Aberdeen, Hecla, Castlewood, Iroquois, Cavour, De Smet, Estelline, Clark, Frankmond, Doland, Turton, Conde, Frankfort, Candon, Athol, Zell, Gettysburg, Hitchcock and Rudolph.

By this purchase the Interstate Elevator Company obtains control of fifty-seven elevators located in the Dakotas and Iowa, with a total capacity of 1,750,000 bushels. The line extends from the state line between the Dakotas almost to Sioux City. This accession of houses will make the Interstate Elevator Company one of the leading elevator lines in the Northwest.

The big-corn swindler, mentioned last month as operating in New York state, has been heard from in Indiana.

LINSEED OIL COMPANY.

The great National Linseed Oil Company of "Allover," as Train used to say, with its \$18,000,000 of capital, all paid in, has become top-heavy and is in the throes of reorganization pains. The company has been in apparent uneasiness ever since the collapse of its recent flaxseed corner, but while the financial difficulties have been confessed, the company has continued its business as usual, though working toward reorganization. About a month ago a circular was issued by the directors, in which they said they had invited Mr. Frederick P. Olcott of the Central Trust Company of New York City to prepare a plan, in conjunction with other financiers, "to put the affairs of the company upon a solid basis so that in the future it can conduct its business with its own capital, instead of relying upon its ability to borrow from the banks." Mr. Olcott selected Hon. Jas. H. Eckels and F. O. Swannell of Chicago and Ezra Linley of St. Louis to act with him. The committee went to New York and back again, and then Mr. Eckels advised, as the cheapest way out, that the stockholders be assessed \$10 per share, realizing \$1,800,000; but Mr. Swannell did not believe the shareholders would pay the assessment, while Mr. Linley had no plan to offer.

Meantime, besides charges of bad management, two actions have been begun at Chicago by Wisconsin and Indiana shareholders on bills for a receiver for the company. St. Louis, where it is said 90,000 shares, or 50 per cent of the capital, has been held, and where the stock has been offered at 1/4 with no takers, is yet to be heard from formally, though it is said incidentally that "many shareholders there do not favor a reorganization."

THE TOLEDO EXPLOSION.

The Union Railroad and Transportation Company elevator at Toledo, Ohio, owned by Paddock, Hodge & Co., was destroyed by a dust explosion and fire about 8:30 o'clock September 20. An order for the delivery of 80,000 bushels of grain to cars brought the entire force of employees to the elevator, and when the disaster occurred fourteen men were killed, and nearly as many more were injured.

The elevator contained 500,000 to 600,000 bushels of grain in store, most of which was winter wheat. The damage is placed at \$550,000. There was insurance of \$135,000 on the building and \$258,000 on the grain. Soon after the loss was announced, it was telegraphed from New York City that the insurance companies thought of contesting the claim, on the ground that they are not liable for loss by explosion; but the better informed insurance men hold that the explosion hazard is an inherent element in elevator risks, this opinion being that of the courts in the Washburn mill case of some years ago, when such an explosion was defined as "the rapid combustion of finely divided particles of flour," the companies being liable for losses due to any manner of combustion.

There seems no doubt that the Toledo disaster was the direct result of the ignition of vast masses of floating dust in the building. The testimony taken at the coroner's inquest all points that way. The elevator was provided with cleaning machinery and also with a dust machine, but the latter worked imperfectly, and the house was so full of dust that the workmen would have to stop at times and leave their work to seek pure air outside, while everywhere except on the floors the dust was several inches deep. But how the dust was ignited is an open question. It was stated that a workman entered the building with an unprotected lantern; but the fireman says that there was an initial explosion at the boiler furnace, which knocked him down, while feeding coal mixed with elevator dust and chaff, and that a spark from this explosion probably entered the main house and caused the second explosion, which wrecked the building.

William Burke, Friend, Nebr.: I am much pleased with the "American Elevator and Grain Trade."

TREATING WEEVIL AT THE FARM.

Millers and grain buyers would make money by urging upon their farmer patrons the necessity of stopping the wheat weevil at the farm and putting it out of the way there. The means are simple; and if the farmer objects to the bisulphide system now freely used by many farmers, B. M. Boyd, miller of Towash, Penn., recommends to his farmer friends the use of camphor.

Camphor gum, he says, wrapped in a cloth and placed about in the wheat bin, will keep weevils out, or moth balls scattered about in it will be equally effective. He has never heard of either the camphor gum or moth balls odorizing the wheat sufficient to taste it in the bread.

CORN CARNIVAL.

The Macon County Corn Carnival will be held in the city of Decatur, Illinois, the "Home of the Illinois Association," during the last week of October (26, 27, 28 and 29), which city is making grand preparations therefor.

The Illinois Grain Dealers' Association will erect a booth, to be open during the week, and the officers of the Association hope that all members and their friends will come to Decatur and make this booth their headquarters, while there, where they can meet their friends and further the interests of the Association, as well as encourage the Carnival.

The railroads will sell round trip tickets at one fare, and as Decatur never does anything of a public

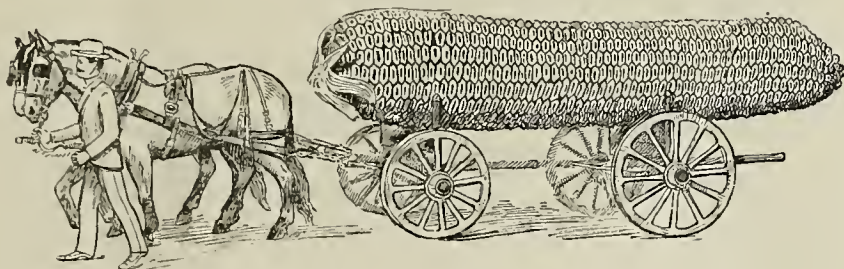
50 cents under the contract grade—a hardship, of course, to the shipper.

DEVELOPING GALVESTON.

Simultaneous with the organization of the Texas Grain Dealers' Association, a movement has been started at Galveston to widen the scope of the Galveston Exchange to make prices on grain as well as on cotton. The official title of the Exchange is the "Galveston Cotton Exchange and Board of Trade," and all grain men are allowed a visiting membership; and Secretary Mr. O. S. Young has said that grain reports and statistics will be systematically looked after when the grain men get ready to do business on the Exchange.

It is significant of this movement, and of Galveston's growing strength as a grain port, that during the past few weeks representatives of six leading exporting houses of Kansas City, St. Louis and Galveston have been admitted to membership in the Exchange, while as many more grain houses of those cities, and including two from Chicago, will hereafter be represented in the city and on the Exchange.

Since the completion of the jetties, giving ample depth of water on the bar, ships of the largest size may find berth-room at Galveston's docks. The export trade has therefore been greatly stimulated in all directions, especially of wheat and corn, not alone from Texas but from Kansas and Missouri. Grain men of St. Louis and Chicago who have been watching the wheat that used to



THE KIND OF CORN TYLER SAYS GROWS IN MACON COUNTY.

character on other than a broad gauge basis, the Macon County Corn Carnival is bound to be a big affair.

CLOVER AND TIMOTHY SEED.

Crop correspondence indicates a light crop of clover seed this season. At any rate, the yield is very irregular, a full crop in some sections and total failure in others. Prices have been so low as to discourage the crop and the acreage was this year materially reduced. The total yield has never been estimated in bushels.

During the last few days of September there was a bulge in October clover at Chicago amounting, September 22, to a cent a pound; but the advance was on new seed only, of which there seemed to be some October shortage; but old seed did not feel the advance, there being large supplies in sight.

Chicago, however, has not been in clover for some time, all the seed finding a market at Toledo, which market has practically controlled the product of late. The Chicago men interested in the seed claim that this transfer of the market to Toledo is the result of the Chicago inspection. The grading is controlled by the seed committee of the Board of Trade, who make up samples of "contract" and "prime" once a year; but, according to the commission men, these grades have been made so high as to drive clover (and will eventually drive the timothy) away from this market. The Toledo grades are lower, but are such that the country shipper can make. Chicago grades, on the contrary, are beyond the reach of all but a few exceptionally good machines in the city.

As to timothy, it is said that Milwaukee is out for that seed as Toledo is after clover, and is making its "prime" grade to catch the shipments. Timothy seed coming to Chicago from the West is worth, it is claimed, within 10 cents of the contract "prime" on its merits, but having just missed the grade because not quite clean enough, sells at

pour into their elevators for transfer to the Atlantic ports going this season to Galveston, are beginning to realize how radical has been the change of conditions brought about by the jetty improvements at Galveston.

WHERE DOES IT GO?

A Kansas City paper, September 26, said: "The commissioner of the Galveston Freight Bureau is making an effort to ascertain why Kansas and Nebraska wheat has not been moving south freely this season." That it has not been moving south will surprise some of the eastern trunk lines, which have been complaining that it has all gone south.

St. Louis a month ago complained that the wheat went both south from Kansas City and east from that city through St. Louis, at rates that left that city out of the business; but along about the first of the month she began to report that the wheat went south also from St. Louis, 818 cars in July, 1,588 in August, and 1,744 during the 15 days of September, having been shipped to Galveston from St. Louis, while only 2,031 cars of wheat all told were received at St. Louis.

The Gulf ports do, however, seem to have been somewhat headed off during the past month by the Atlantic port roads from St. Louis, which are now taking wheat east from Kansas City for 2 cents a bushel cheaper than the Chicago route, and this, too, in spite of the cut on rates for wheat and corn by the western freight men from Nebraska and Kansas City to 10 cents a hundred to Chicago. Chicago men now complain that the eastern roads from St. Louis are sharing the cuts with their western connections, whereas the eastern roads out of Chicago pretend, at least, to hold up their rates.

At any rate, Chicago is not getting the grain, and if Galveston doesn't get it, where does it go?

Grain receipts at Coffeyville, Kans., keep four inspectors and two state weighers busy.

IN THE COURTS

A receiver is asked for by stockholders of the John H. Lippelmann Hay, Grain & Flour Company of St. Louis, in order to determine the rights of the stockholders.

Gibson & Kerr, grain dealers at Portland, Ore., have sued for \$150,000 and to foreclose mortgages on the Hamilton-Rourke warehouses at Thornton and Oakesdale, Wash.

R. T. Caldwell has sued J. K. Davidson & Co., grain dealers, for \$4,055 damages for personal injuries received while at work in defendant's elevator at Parsons, Kans. An attachment was placed on the elevator.

The suit of the Short Rest Grain Indemnity Company at Minneapolis against Eben F. Osborn, its former president, for alleged conversion of \$3,000, resulted, September 30, in a directed verdict for the plaintiff. Stay granted.

Edward Boyd has sued the Greenleaf-Baker Grain Company of Atchison, Kans., for \$15,000 damages. Boyd charges that the company's foreman ordered him to set the brakes on a car. While doing so, another car crashed into the one he was on, throwing him off and under the wheels, by which accident he lost an arm.

C. H. Younggreen of Weldon, Ill., recently sued V. C. Swigart, grain merchant, for \$200. Younggreen delivered 4,160 bushels of corn to defendant in 75 loads; but claimed that the weights allowed him were 700 bushels short, estimated on the basis of the measurement of the corn cribs on his farm. The jury after ten minutes' deliberation gave a verdict for Mr. Swigart.

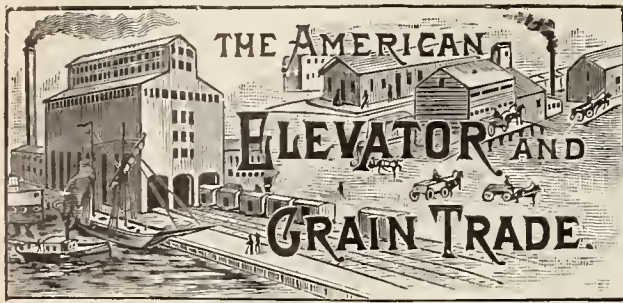
Suits have been commenced at Chicago by Geo. Davis and his wife to recover \$20,000 each from Jas. A. Kirk et al., who are charged with having, in 1895, illegally sued out writs of attachment against plaintiffs. The parties were members of the firm of Davis & Co., grain dealers, and the defendants had garnished over \$3,000 in a Chicago trust bank to the credit of plaintiffs.

John S. Lord and Chas. A. Johnson, president and secretary of the Lord Milling Company of Elysian, Minn., were arrested recently charged with grand larceny. The men had been doing a milling and elevator business at Elysian, and are accused of making a check on the Bank of Waterville and cashing it at Elysian when they knew they had no funds on deposit at Waterville. They had previously made an assignment at Elysian, owing the farmers some \$40,000.

Adrian Joyce, a grain dealer at Memphis, Mich., was arrested at Port Huron, charged with obtaining money under false pretenses. He had opened an account at a local bank, and drew checks against it; but his credit was withdrawn without notice when a check given to M. P. Shanahan, the complainant, in payment for grain, was offered for payment. It being shown that Joyce had given the check in good faith, he was discharged by the police judge, and he has begun suit against Shanahan for libel and false arrest.

Cardin & Bibb, of the Tacoma Grain Company, have filed a motion to dismiss their suit against the O. R. & N. Co., which was brought to compel the defendant railroad to deliver grain loaded at Garfield to the Northern Pacific or Great Northern roads for shipment to Tacoma at the rates fixed by the last legislature. If the suit, which was brought to test the rate law, is dismissed, it is thought the state will then commence proceedings along the same line and endeavor to eliminate the discriminating rates against Puget Sound markets, where the O. R. & N. has no competition.

Washington wheat is going to market quite rapidly, now that the price has advanced to 50 cents and better. Oakesdale reports receipts of 18,000 to 25,000 bushels daily. Pendleton grain buyers up to September 29 had bought 170,000 bushels; while the "Big Bend" empire is shipping on an average of 30 cars a day.



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ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., OCTOBER 15, 1898.

Official Paper of the Illinois Grain Dealers' Association.

The Texas Grain Dealers' Association is crowding the Railway Commissioners of that state for an export grain rate of 10 cents to Galveston and a return to the 15-cent rate for local shipments. There is nothing like knowing just what one wants, and then going straight for it. In this respect the Texas Association is a model.

The Council Bluffs meeting, reported elsewhere in this issue, was singular in that not one motion was offered and recorded. But it accomplished its work just the same, and the commission men who deal with these Union men, and who have been also tampering with the irregular traders, got a flea in their ears which will not soon get out, eh?

The Omaha Bee thinks that city is destined to become a great grain center, just as it has become a leader in the live stock industry, and that when the elevators are built, flour mills and starch factories will follow and the commercial supremacy of Omaha in the Missouri Valley become a fixed fact. Omaha's future greatness is assured, but supremacy in this or that line is something nobody can predict with safety.

The annual meeting of the Grain Dealers' National Association will be held at the Chicago Beach Hotel, Chicago, November 2 and 3. Not having been provided with a copy of the program, or with other information with reference to the meeting, we are unable to give any details of the business to be transacted, except that secretaries Stibbens and Smiley are down for papers and that officers will be elected. We also infer from Mr. Ulrich's report on Toledo corn inspection, mentioned elsewhere,

that the Illinois Association may urge the beginning of a movement to secure uniform inspection rules at primary markets.

TRACK-BIDDING.

The reference to the question of track-bidding in the last number of the "American Elevator and Grain Trade" has brought out quite a liberal expression of opinion upon the merits and demerits of the practice, which will be found in the department of "Communicated," on another page of this number, and to which special attention is called.

The opinion is two sided, and each side is very pronounced in its views. As to numbers, the preponderance seems to be in favor of track-bidding; as to the strength of the argument, pro and con, the reader will form his own opinion from the arguments submitted.

The suggestion that bids sent out so numerous, and by some bidders so carelessly, as is now the practice, are sure to get into wrong hands and so cause trouble by encouraging the scalper, is in part well taken, but the real force of that objection is lessened, in view of the action of the grain dealers' associations, whose stand with reference to commission houses who bid the scalpers and disturbers generally has pretty much put a stop to that nuisance in the Western states at least. Track-bidders having had their fingers burned are now more careful.

The practice of track-bidding is now almost universal in the great grain states by the leading grain firms of the primary markets. Whether the practice is actually a benefit or a detriment to the trade, independently of its effect on the straight commission houses, to whom it is ruinous, is a matter of decided opinion, as our correspondence shows, but it is undeniably popular with the country buyer, for whom it has practically removed the speculative features of his business and reduced it to as near a straight merchandising basis as is possible with any commodity, the price of which fluctuates as much as do those of grain. This fact, in connection with the apparent fact that the handling of grain by the primary market elevator men appears to be working more and more toward a merchandising basis direct, would seem to indicate that any change in the present system of track-bidding, however serious the objections to it may be, will necessitate a very long and difficult campaign.

WEEVIL.

Judging from the tenor of reports, more than the usual amount of trouble may be expected from weevil and other insects in stored grain this season. This is particularly true of the winter wheat district, where the exceptional season seems to have been favorable to insect life. So many inquiries have been sent to the Purdue agricultural experiment station at Lafayette, Ind., that a bulletin has been issued advising farmers and others of the best method of combating the pest.

Bisulphide of carbon is the remedy suggested, as indeed it invariably is by entomologists. One pound is sufficient for 50 bushels of grain. Care must be used in its application, as has been often stated in these columns, as the vapor is not only explosive, but destructive

to life if inhaled in large quantities. Its use, however, does not injure the grain in any respect, as it vaporizes readily. A common method of applying it in masses of grain is to introduce it well down toward the middle of the mass of grain by means of a gas pipe with a screen over the lower end to prevent the grain from filling the pipe. The bisulphide may then be poured through the pipe and the pipe withdrawn. Elevator men should watch for the presence of weevil and take prompt measures to prevent their finding lodgment in the elevator. It is not simply a question of the grain becoming infested, but of the house itself.

YOU CAN'T SAVE TWO CENTS.

We might as well have saved the editorial in last issue, "Save Two Cents," for the authorities at Washington have decreed that you can't. The commissioner at first decided that certain forms of scale tickets were only receipts for grain, and as such not taxable. However, he has now modified his views and any sort of grain ticket cashed at a bank or as a check by third parties is subject to the same tax as a bank check, two cents, and must be stamped accordingly. Therefore no ingenuity need be expended in getting up a new scale ticket. Use the old one—and stamp it.

THE COMING FAMINE.

At any rate, C. Wood Davis and Sir William Crookes are agreed that if the world had not had unusual harvests for a long series of years prior to 1897 the world would even now be in the throes of a wheat famine. And thus in one respect at least we perceive the germs of that British-American rapprochement we have heard so much about of late. But, fortunately, we had the wheat and no famine.

Sir William Crookes, in his address referred to elsewhere in this issue, is unfortunate in fixing so definite a date as 1931 for the beginning of a wheat famine which, one cannot understand, from his reasoning, is not already at its genesis, for human predictions of the future have been so unfailingly unfulfilled that the public are apt to ignore the real kernel of the contention which Sir William may wish now to call attention to. Scientists have thus not forgotten Prof. Jevons' prediction in April, 1865, that by the year 1891 England's coal consumption would reach the dangerous output of 235 million tons, whereas it was, in fact, only 185.5 million tons, and the price had not moved up according to his prophecy; nor R. W. Raymond's prophecy in 1882 that in four years the American coal oil supply would be exhausted; nor Prof. Suess' assertion, a number of years ago, that the gold supply of the world had then reached its limit; nor yet C. Wood Davis' own prediction of about eight years ago that the United States, having reached the limit of its wheat production, would soon be compelled to import wheat. Even when Malthus made his name famous, the limit of wheat production "was at hand;" but Malthus was wise enough to generalize, and the world has not yet decided whether he was a prophet or a fakir, nor will for many years to come.

It is hardly necessary to review the objections which have been urged to Sir William Crookes'

alarming prediction, and which will occur to the reader; for until the accuracy of his premises be established, and the behavior of the wheat market this fall seems to overturn his entire foundation, his prediction is more interesting than valuable. And yet, to take only one view of it, the effects of a more intensive system of wheat culture upon the average world yield of 12.7 bushels per acre, and the certainty that with remuneration the farmers of the future would surely bring about such a culture as is now visible in England and Scotland, with their yields of 32.5 and 36.6 bushels per acre respectively (1897), might be safely anticipated to offset any material difficulty in finding new raw lands to be sown to wheat.

The truth is, however, that thus far the human race has always found means for overcoming the difficulties in its upward path, and men have in them the faith that for the future they will, as Sir William has himself said, "be able to take care of themselves," although perhaps in a different way than Sir William might suggest.

HOLDING WHEAT.

An organization known as the American Agriculturists' Association has come into being at St. Joseph, Mo., which has issued a "Hold Your Wheat" circular, assuring farmers that "by united and intelligent action the price can be increased to a basis of 80 cents or more per bushel in Chicago and St. Louis markets." In like manner the Farmers' Alliance of Wapello County, Iowa, advises farmers to hold their wheat, because "within a short time a steady advance up to the 75-cent mark at Northwestern shipping points is as certain as death, and the farmers have the game in their own hands if they play the game with a little caution."

Now, of course, if the theories of C. Wood Davis and Sir William Crookes be true, that the consumption of wheat has already outrun the production by an amount equal to the annual yield of 30 to 50 million acres, it is difficult for the layman to see why the price of wheat persists in now dallying in the sixties. Theoretically, the bulls' situation is unassailable, except for the fact that the bears apparently have control of prices.

But in spite of all this, one is skeptical of the efficacy of these "Hold Your Wheat" circulars, the trouble with which is that they are practically anonymous and their guarantees of 75 and 80 cents, "as sure as death," principally wind. The American farmer might indeed hold for 75 cents, but there is no knowing just where Russia's or the Argentine farmer would be willing to let go, or even when the American farmer who is not an association or alliance man would sneak to market what wheat he holds. At any rate, in the past, when something like such attempts to hold grain or cotton have been made, there was always the wicked farmer who thought only of himself, who would be found privately selling out on a "sure thing," at just a few cents under the hold price, yet all the time telling his neighbors to "hang on" and whooping it up at the alliance "never to break the combination!" In all such cases as this the American farmer, with "the game firmly in his own hands," has such a firm conviction of the honesty of purpose of his neighbors that he seldom

fails to make the attempt at least to let go of his stuff just a little in advance of the rest and so get all the advantages of expected higher prices.

DUST EXPLOSIONS IN ELEVATORS.

This month we are called upon to chronicle two disastrous explosions of dust occurring, the one in the Union Elevator at Toledo and the other in the granary of a distillery at Long Island City. The particulars of both these catastrophes are given elsewhere in this issue and need not be enlarged upon in this connection. Our only purpose is to call attention to the fact that dust explosions are becoming so frequent in grain houses that common prudence should direct the attention of elevator men to these occurrences and lead them to make an investigation of their own premises.

For the fact must be faced that explosions of dust may occur in all establishments where dust of any substance that will burn is produced. Grain elevators are no exception to the rule, as has been abundantly proved in the past two years. That half a score have occurred lately, when a few years ago none was ever heard of, is due to the more extensive employment now of dust-making machinery. The machinery has come to stay, and the proper course of action lies in the direction of disposing of the dust and preventing its accumulation. The condition of the Toledo elevator had been noticed and measures were being introduced to remove the dust, but the catastrophe came before the remedy had been applied. This fact should be a spur to those who in a general way know that their houses are dusty and therefore dangerous.

The fact that any organic dust mingled in certain proportions in the air of a confined space will explode on the application of a flame or spark, cannot be too often reiterated. The dust of the flour mill or elevator is an enemy that must be reckoned with. It should not be allowed to accumulate. Ventilation should be provided. Dust-making machines should have attached to them dust catchers. A knowledge of the possibilities of dust for mischief and a wholesome caution will render explosions rare. And it is not wise to minimize the danger. It is an actual, present one, and he is wise who recognizes it without waiting for personal experience to impress it upon him.

The movement started in the lake ports to obtain, through the Quebec conference, an abolition of the tolls on the Welland Canal, will, of course, commend itself to all farmers and grain shippers in the West and Northwest as a step toward permanent low rates on grain to the seaboard. It is significant of the importance of this movement to the lake route terminals that the Philadelphia Board of Trade, September 19, sent to Hon. John A. Kasson of the American commissioners a protest against such action, on the ground that "the abolition of such tolls would increase the business of Canadian carriers." This point is not so well taken as is the franker confession of the grain and trade organizations of Philadelphia, who oppose the abolition on the palpable ground that "it would divert the bulk of the export grain trade" from Philadelphia, etc., to Mon-

treah. Still, as the elevator men of Oswego, N. Y., are among the prime movers in this agitation, one is inclined to the belief that the Philadelphians overestimate the probable diversion of export grain from American ports, however much the abolition of tolls might affect Philadelphia herself.

TAXING THE TALENT.

The war revenue tax has been pretty hard on Board of Trade men, at best, but there was a species of comfort to the talent in the thought at least on trades that were transferred and rung up before they finally appeared on the books of some broker there was no tax. The margin of immunity from tax was narrow, but there was a margin, which seemed to be enough to keep speculation just alive.

Imagine the consternation, then, when Agent McHenry appeared on the scene, early this month, from the Treasury Department at Washington, to make an examination of the books of Board of Trade men to see how they are complying with the law, announcing en passant that "the government will collect taxes on all trades transferred," taking the position that "a broker could not transfer a sale unless he had first made one, and the law says a memorandum must be made and stamped for every sale made."

The scalper, therefore, has been way down in the dumps, and old-timers hardly know the floor any more, with its present staid Sunday-morning-in-the-country behavior.

The scalpers have any number of arguments which ought to convince Agent McHenry that he is clearly mistaken, but with the inflexible Mulvaney-like "Thim's me orders," the agent turns them down and casts his eyes over the way toward the land of the bucket shop.

Meantime, it is said, the New York exporters, who have been buying grain at Buffalo, say, have invariably received unstamped invoices, the out-of-town firms selling to them holding that the tax provisions apply only to transactions between members of the same exchange. The New Yorkers say they are expecting the lightning to strike the out-of-town sellers one day for such wickedness, and have been holding their breath on that account for some time. Other sellers to exporters claim that only the 10-cent stamp required on a contract is necessary; and this, too, is making the New Yorkers uneasy—they don't quite know whether the lightning is expected to strike them as buyers or the other fellows as sellers. It is hoped Secretary Gage will relieve the tension one of these fine days.

Secretary Smiley reminds Kansas elevator men who are storing farmers' grain (generally without compensation therefor, strange to say) that Kansas law requires all elevators doing a storage business to take out a license and is very severe upon those who do not observe its provisions. Country elevators ought to take the hint and drop the public storage business, or else take out a license and make a remunerative charge for their service. Philanthropy is all right—if one can afford it; then it's a luxury. And as Josh Billings might have said, the man who can afford expensive luxuries of this sort ought to get out of the country grain business.

EDITORIAL MENTION

Never meddle with a man who habitually minds his own business; such a man is always loaded—for b'ar.

Save agents' commissions by selling or renting your elevator property through an advertisement in the "American Elevator and Grain Trade."

Mr. Pillsbury says there is not "a wheat bull left in the world," which is drawing it rather strong. The great miller has a rather well developed pair of horns himself.

Events of the past month gave a nudge to clean the elevator, and if it is a cleaning elevator so much the greater need of cleaning the house as well as the grain, and keeping it clean.

Don't think that in order to do business it is necessary to drive everyone else out of business. Your competitor may think the same way at the same time you do. Then the fur may fly.

The agricultural department at Washington has evidently stopped the leaks on its monthly crop reports. The alleged tips are becoming about as pronounced fakes as those sold on race courses.

The Millers' National Insurance Co. of this city, well known to many of our readers in connection with mill and elevator insurance, did the largest business last month of any single month in its history.

This is the era of close margins in handling merchandise or grain. There is, therefore, no sense in growling about the "scalper," if when he's gone grain dealers make war on each other to get the grain.

The movement started at Buffalo to obtain, through the Quebec conference, a reduction or entire removal of the American import duties on Canadian barley, will undoubtedly be approved by the Eastern maltsters; but how will it suit their contemporaries in Wisconsin and the Northwest? Not very well, one is free to imagine.

Iowa grain dealers on the Rock Island Route ought to accept the invitation of the Grain Dealers' Union, recently extended them, to become members. They are exceedingly well favored if they do not need the kindly offices of that very successful association. Secretary Stibbens at Coburg will be glad to give them information.

The relations between receivers and shippers would be smoothed out considerably if all of the former would imitate the action of Daniel P. Byrne & Co. of St. Louis, who are members of the Nebraska Grain Dealers' Association, Southwestern Iowa and Northwestern Missouri Association, the Illinois and Kansas state associations and the National Hay Asso-

ciation. The closer the relations are between shippers and receivers the less likely is friction to occur.

Most of the trouble about inspection at Duluth has been caused by the presence of cockle, though there is wild buckwheat, pigeon grass and some smut in the wheat. Cockle is increasing in the northwestern wheat fields and bids fair to become a problem.

The good trade journal is the best of commercial educators and invaluable to every man in business. For in these days of yellow newspapers, whose keynote is sensationalism, the trade journal is the only source of reliable trade information and rational opinion.

The Illinois Grain Dealers' Association has been sending out as a campaign document a pungent circular on the public warehousemen of Illinois, and calling on voters to support only those candidates who will pledge the repeal of the present warehouse law.

A unique and striking invitation to attend the Sioux City Carnival comes to us from the McNeil Grain Co. of that city. It is in the form of a legal service, and the man who gets one backed, "Original Notice, McNeil Grain Co. versus" himself, is pretty apt to read it.

Some elevator owners might examine the pulleys in the elevator heads and see if they show signs of telling the same story as the pulley which The Investigator of this city tells about, taken from an Indiana elevator by an inspector of the Millers' National Insurance Co. of this city. And, by the way, a timely article on elevator heads appears in this issue.

The St. P., M. & Omaha road has provided most of its cars with permanent grain doors and uses the temporary doors only when the permanent doors are lacking. This improvement has been made for the benefit of the road in chief, but any sort of reform which may serve to keep grain doors in good order and stop leaks can hardly fail to be welcomed by grain shippers.

Lake freights, which have been exceptionally low all season, have advanced as winter draws nearer. During the first week of the month the Duluth rate advanced to $2\frac{1}{2}$ to $2\frac{3}{4}$ cents on wheat, and the Chicago rate to $1\frac{3}{4}$ cents on corn to Buffalo. The Erie Canal rate was $2\frac{3}{8}$ cents. We believe it is true that this season's water transportation charges on grain from the West and Northwest to the seaboard have been the lowest on record.

The poet's thought that "man never is but always to be blessed," seems to be indorsed by the present plight of the board of trade scalper. Aside from his pain arising from the position of the government on the subject of transferred trades, the condition of stocks in store is now a source of sorrow. A year ago he accused the elevator men of killing the speculative market by piling up mountains of visible against which the bulls struggled in vain. Now, however, he mourns the fact that there are no stocks, because there are premiums for cash stuff instead of carrying charges, and he

berates the elevator man because he does not pile up stocks and give the bears a chance. Verily, it is hard to satisfy everybody all the time.

The new Parry Sound route, to the elevators of which much space is given elsewhere in this issue, may or may not "revolutionize" grain transportation from the Northwest to the seaboard, but when, as we are informed was the case, a shipment of grain to Montreal from Toledo recently took that route in preference to the Buffalo route, it is clear that Parry Sound cannot be ignored by the routes which have questioned its ability to compete with them.

As a bit of grain gossip from St. Paul, it was said during the third week of September that, like their contemporaries in Kansas, the farmers were holding their wheat and building granaries, being "thoroughly dissatisfied with prices." Yet for the three weeks ending October 8 wheat receipts were unusually large, and for the last week of the three were unprecedented: 11,000,000 bushels at primary points. What is the matter with the wheat prophets, any how?

The familiar complaint having been made at Rock Rapids, Iowa, no one knows by whom, that the grain dealers had not been paying the market price for grain, a local editor started out to investigate the matter. He assumed that "no report of what the markets are should be taken as proof positive unless grain is known to have been actually sold for the price stated." He thereupon reports the names of many farmers who had sold their grain in that town and the price they received. It is hardly necessary to say that the complaint was without foundation.

A legislative committee of the state of New York is now traveling over the country trying to find out why New York's shipping trade is declining, particularly why export grain is dodging that city. The commissioners seem to have discovered that it costs too much to get grain through New York as compared with other ports to make shipping from that city profitable to the shipper; and that therefore grain is seeking an outlet at Baltimore, Newport News, Philadelphia, etc. When a physician has successfully diagnosed his case he is usually pretty well along toward a cure. But a New York Legislature has not as a rule been looked upon as a very good dispenser of rational remedies for cases like the present emergency of the merchants of New York City.

The decision of Judge Showalter in the Nicols case, referred to elsewhere, will be appealed from, but in the meantime it is interesting to note that a trade, taxable if made on the floor of a public exchange, is not taxable if made in a broker's office, and that when a seller on 'Change makes a trade by 'phone he must pay the tax, but if he buys the deal is not taxed! These were points to which Mr. Nicols' counsel did not refer in his argument, it seems. Board of Trade men, of course, understand the value of the privilege of selling on 'Change, which Judge Showalter says is the real thing of value that the law taxes, but to the farmer in the gallery watching the howling

mob of traders below him the value of that privilege is not so apparent, unless, perchance, he has come in from a cyclone district and is able to appreciate what wind is at its best.

The Indiana Farmer tells us that the farmers of Gibson County are tired of paying elevator charges on their grain and have built one at Princeton with a capacity of 35,000 bushels. "The cost," says our esteemed contemporary, "will be saved to its owners in a few years." And thus we see that hope springs eternal in the human breast.

It is predicted that a new elevator pool will be organized at Buffalo, including the new export elevator built by Armour and Bartlett-Frazier of Chicago, the Great Northern and those six of the other 25 houses which are still enough alive to be counted in the competition. Buffalo has gotten on so well this summer with the old pool smashed that the trade will hardly welcome a return to the highwayman methods of two years ago, when $\frac{3}{4}$ cent was the transfer charge, although it is hardly fair to ask the elevators to charge nothing for their services, as has been the rule most of this summer.

The officials of the Kansas Grain Dealers' Association, who have been chasing the shortage nuisance for some time, have at last invaded Kansas City and have placed duplicate weighers in the Kansas City elevators. It is admitted, of course, that there are many other reasons for shortage than bad weighing, but as the proposed manner of checking elevator weights has never been tried, the directors of the Kansas Association, at a meeting October 8, decided to put duplicate weighers into each of the 18 elevators in the city, at the Association's expense, and see what will happen.

The Milwaukee commission men are having their first experience with the track buyer. It is but true to say they are not pleased at the outlook, and on September 30 the receivers on 'Change adopted a resolution to the effect "That the making of bids for grain of any kind on track or f. o. b. at country points for shipment to Milwaukee that afford less margin over freight and customary charges than the established rate of commission, shall be regarded as cutting commissions and be treated accordingly." This joins issue directly with the track-bidder, and the future campaign of the Milwaukee receivers will be watched with interest. If they can point out a way to beat the track-bidding elevator owner there are any number of grain commission men ready to rise up and call them blessed.

On the tip of the last annual report to the Legislature of the Superintendent of Public Works, the country newspapers of New York have discovered that the cause of the decline of the Erie Canal's business is the "extortionate charges of the Buffalo Elevator Trust." Well, of course, the elevator ring at Buffalo has not been like Cæsar's wife in the past, but surely no fault can be found with the Buffalo elevator charges during the present season. The truth is, the collapse of the Erie Canal during the present season is due, if all stories afloat in New York be true, to the inefficiency of the

Department of Public Works itself. For after having spent \$9,000,000 on the canal, the department has left it, in some respects, in a worse condition than ever before as to obstructions to navigation. And it will require considerably more than \$9,000,000 additional to put it into practicable condition again.

The Canadians had been congratulating themselves on their recent invasion in force of the German grain market, but when Premier Laurier's preferential tariff went into effect the Germans retaliated by a differential duty against the Canadians, who were thus shut out of Germany. Taking into consideration the trade of the last (1898) crop, the loss to Canada is quite an item, say \$340,000 on rye, \$200,125 on oatmeal, \$182,000 on wheat, etc., and the Canadians are correspondingly depressed. But when one turns to the more normal year, 1897, it is found that the total sales in Germany of all kinds of grain were only \$276,000; so the closing of the German market is not so likely to throw the Canadians into bankruptcy as it is to show them that German purchases are an exceedingly uncertain quantity and will continue so just so long as the German agrarian, who is the biggest hog on earth, maintains his present influence with the government.

Chicago Produce, a dairy paper, says there is a movement in Minnesota "looking to the construction of coöperative elevators," the promoters being "gentlemen connected more or less with creameries." This information may be correct, but we are inclined to think it is of the belated sort, like the sermon Chicago Produce preaches on this text about the "farmers having been for several years at the mercy of the grain buyers," etc., etc., which has the unmistakable odor of the barrel. Minnesota farmers have recently had some little experience with coöperation in elevators, and those who have paid the bills for this experience are quite certain they have had enough. These milky promoters of creameries would do well to stick to butter and cheese, and not only themselves take Puck's advice: "Don't poke your fingers into a bumble bee's nest because it looks quiet on the outside," but go a step further and not advise their friends to do it.

The Russian admiralty has been testing cornstalk cellulose for backing to ship armor-plate, with results that quite corroborate all claims made for the new material. The cellulose was supplied by an American company, and from it was made a coffer dam behind the ship's walls 6 feet long by 6 feet deep and 3 feet broad, the cellulose being compressed to 8 pounds' weight to the cubic foot. A 6-inch shot was fired through the dam at a velocity of 1,000 feet per second, passing through the iron walls and the cellulose packing behind it. Less than half a pound of the cellulose was carried out by the projectile. The water compartment of the dam was filled, giving a pressure of nearly 5 feet of water on the perforated surface. In just half an hour a moist spot began to show on the outer surface of the dam, but it was evident that the moisture had come along the bottom of the packing and not through the path of the shot. In four hours no water had come through the shot's path, and only 6 gallons, had passed under the packing. The experiment conclusively demonstrated that a ship provided with a coffer dam packed as was the one used in the experiment could be perforated 5 feet below the water line without the least danger of the entrance of water.

..Points and Figures..

Texas wheat is said to be moving out quite rapidly. It goes mainly to Galveston.

The Agricultural College farm at Corvallis, Ore., raised 1,400 bushels of wheat this year.

The N. P. road's new grain cars call for 70,000 pounds, and shippers are required to fill them.

Contrary to general opinion in the past, the corn states seem to be feeding more cattle now than ever before.

The Peavey Grain Co. of Chicago is one of thirteen companies owned by F. H. Peavey & Co. of Minneapolis.

Ohio farmers are holding their wheat, and at the same time are plowing and seeding for a larger acreage this fall.

The average export value of wheat during 1898, up to September 1, was 100.2 cents, against 85.7 cents same period last year.

Of Great Britain's imports of food (£115,539,862) Canada in 1897 furnished £8,020,262, including about £7,000,000 worth of cereals.

Manitoba reports say that very little wheat is being marketed, the grain being hauled from the thrasher to elevators for storing.

The Grain Palace show at Aberdeen, S. Dak., which has had a career covering a number of years, was this year a greater success than ever.

The latest project assigned to President Hill of the Great Northern is the erection of a corn elevator at Duluth on the Minnesota side of the bay.

Deliveries of wheat, October 1. on September contracts, amounted to about 250,000 bushels in Chicago. Considerable of this must have come from the private houses.

Manitoba flaxseed shipped two years ago to Belfast, Ireland, has given excellent results in Ireland, proving superior, in fact, to either Belgian, French or German seed.

The official estimate of the French wheat crop, published September 24, is 369,000,000 bushels, an increase of 121,000,000 bushels over last year. It is the largest crop since 1874.

State Grain Inspector Culver of Kansas has joined the Kansas Association in the effort to solve the shortage question, and has been increasing the number of state weighers at terminals.

The first fortnight's inspection of new wheat at Winnipeg, Man., showed a record not so good as last year. Out of 175 cars 61 graded as No. 1 hard, 40 as No. 2 hard, 51 as No. 1 Northern, etc.

"Papa, where are those elevator buckets made?" "Why, my boy, what makes you ask that?" "Well, I heard you talking about a bucket shop down town and I thought perhaps they were made there."

Exports from Portland, Oregon, for the first quarter (July-September) of the 1898-99 crop season were over 2,700,000 bushels of wheat, an increase of over 700,000 bushels compared with last year.

J. M. Brown, Iowa manager for Counselman, says the corn crop of that state will not exceed 80 per cent of normal, and that there is not half as much corn in cribs now as was held a year ago, and farmers are holding that.

In order to fill September contracts, Fort William wheat buyers, September 30, were forced to pay New York prices, owing to the great scarcity of No. 1 hard in the Northwest. The grade has since been improving, however.

The Duluth Commercial Bulletin says: "The outturn of flaxseed in North Dakota promises to surprise the wildest estimate so far made. To say now that North Dakota has 450,000 acres of flax and that it will yield 10 bushels to the acre is quite within conservative lines."

Grain exports for September from Baltimore amounted to 4,541,938 bushels, of which 2,699,005 bushels were of corn, 1,077,952 of wheat, 511,857 of rye and 253,124 of oats. The greater part of the exports went to the United Kingdom, Holland and Germany, in the order named.

Trade Notes

The Olds Gasoline Engine Works of Lansing, Mich., has increased its capital stock to \$150,000.

The Dodge Mfg. Co. of Mishawaka, Ind., displayed a line of their Dodge Wood Pulleys at the St. Louis Fair.

James Donovan of Three Rivers, Mich., has been granted a patent, No. 611,807, on an oat clipping attachment for corn shelling machines.

At the Illinois State Fair at Springfield the Union Iron Works of Decatur, Ill., had an exhibit of corn shellers and improvements connected with same.

The Foos Mfg. Co. of Springfield, Ohio, exhibited their scientific grinding mills, corn shellers, etc., at the recent fairs held at Springfield, Ill., and at St. Louis, Mo.

Chicago manufacturers and dealers in grain handling machinery have enjoyed an excellent trade during the past six weeks, with prospects good for its almost indefinite continuance.

H. E. Hurlbut, treasurer of the Rice Machinery Co. of Chicago, has just returned to Chicago from a combined business and pleasure trip to Omaha, Denver, Salt Lake City and other Western points. While in the Northwest he made a visit to Yellowstone Park.

The Riter-Conley Co. of Pittsburg, Pa., manufacturers of steel elevators and storage tanks, have recently been changed from a copartnership to an incorporated company. The name was changed to the Riter-Conley Manufacturing Company to conform with that change.

Charter Gas Engine Co., Sterling, Ill., write us that they have been crowded all the year and unable to accumulate any stock. Had it not been for doubling their capacity last year they don't know how they would have managed, for even with the increase of capacity they have lost orders, because of inability to fill in time for pressing needs.

The N. P. Bowsher Co. of South Bend, Ind., have just issued two new circulars, containing complete information regarding their combination feed mills, elevators, etc., of which they manufacture a full line. Their elevators for loading feed into wagon direct from the grinding mill is a great convenience. They will be pleased to send circulars to any interested party requesting same.

We have received from the Union Works, Decatur, Ill., a copy of their handsome new catalogue, containing nearly 100 pages. In this book their various forms of "Western" Corn Shellers are not only fully described, but also the various other machines made by this company. A full line of elevator supplies is handled, including everything from an elevator bolt to an engine or complete plant.

Among the many and varied exhibits at the recent Indiana State Fair at Indianapolis may be mentioned the following as of special interest to the grain handling trade: The Marseilles Mfg. Co. of Marseilles, Ill., whose large exhibit included warehouse shellers and cleaners and feed grinders. The Lambert Gasoline Engine was shown by the Lambert Gas & Gasoline Engine Co. of Anderson, Ind. Fairbanks, Morse & Co. of Chicago, gasoline engines, scales, etc. The Foos Mfg. Co., Springfield, Ohio, feed mills, etc.

American methods of handling grain have evidently made an impression in England. Speaking of the elevator erected at Manchester, Eng., by John S. Metcalf & Co. of Chicago, an English grain dealer recently said: "It enables us to handle heated grain quickly and effectually and put it in marketable shape. The English warehouse system is admittedly not up-to-date, but this new elevator is superior to anything of the kind in Great Britain, and equal to the elevators in America, where the handling of grain has been made a specialty. It not only saves time in handling grain, but effects a saving of from 10 pence to 5 shillings 9 pence

per ton on shipments to interior points of England via Manchester, over those to the same points via Liverpool, where the old warehouse system is in vogue."

The Omaha branch of Fairbanks, Morse & Co. include in their display at the exposition in that city a Fairbanks-Morse Gas and Gasoline Engine. Through the "silent eloquence" of this display, the efforts of their gentlemanly representatives and a goodly amount of advertising literature, they are endeavoring to disseminate freely a knowledge of this already well-known engine, more than 1,500 of which were sold during the past two years.

"Modern Methods" is the appropriate title of catalogue No. 24, just issued by the Link-Belt Machinery Co. of Chicago. It is the largest catalogue ever sent out by this company, and contains 300 pages. It is an encyclopedia, illustrating and describing almost every conceivable kind of elevating, conveying and power transmission machinery. Scores of full-page half-tones show the machinery as actually installed and in use in numerous plants and places.

The Invincible Grain Cleaner Co. of Silver Creek, N. Y., reports that during August they turned out over 100 machines, and that business is constantly increasing. Orders for large oat clippers are so numerous that they hardly know which way to turn, even with their constantly increasing facilities, but they are making it a point to delay no one. Every improvement is being adopted that will better the work of their machines, and this fact is evidently being appreciated by the trade.

T. K. Webster, president of the Webster Mfg. Co. of Chicago, and John S. Metcalf of John S. Metcalf & Co., returned to Chicago on October 2 after a six weeks' business trip to England and the Continent. Mr. Webster says the attitude of the people of the old world has changed toward Americans, as they have grown to have the utmost respect for America's greatness. The Manchester Ship Canal Grain Elevator has been operated steadily since it started July 1, and is giving perfect satisfaction.

The Weller Mfg. Co. of Chicago has recently installed some new machines in its plant to double the capacity for turning out pulleys and sheaves for rope transmission. The company reports trade unusually heavy, with all departments running 24 hours daily. In connection with the firm's regular elevator business they were awarded the contract recently by the Edwin S. Hartwell Lumber Company of Chicago for all the power transmission and conveying machinery for its immense new plant at Elston Avenue and the Chicago River.

The many friends and patrons of the A. P. Dickey Mfg. Co. of Racine, Wis., will regret to learn that the financial condition of the company was such that it was compelled to make an assignment on September 16. The grain separators made by this long-established concern are well known and largely used. As will be seen by the following statement furnished us by a member of the company, their manufacture and sale will continue uninterrupted: "This company, in common with a good many other manufacturing concerns, suffered severely during the long period of the panic, and to such an extent that at the time of the assignment, September 16, it found itself unable to meet its monthly payroll, due the 15th, and other obligations which it was necessary to take care of. It was therefore deemed best, in the interests of all concerned, to take the step which resulted in the appointment of David G. Jones as assignee. The assignee has qualified and taken possession, and the creditors can rest assured that their interests could not have been placed in better hands. The inventory is being taken, and the business will be continued as heretofore without interruption or serious inconvenience to the trade."

Messrs. R. S. Lyon, James Nicol, L. W. Bodman, B. A. Eckardt, H. F. Donsman, J. T. Rawleigh, W. S. Warren, J. G. Steever, B. Frank Howard and George F. Stone have been appointed delegates of the Chicago Board of Trade to the National Board of Trade at Washington, December 13.

DOTS AND DASHES

Norton & Switzer, Chicago, sold 50,000 bushels of wheat to Rio Janeiro "for mixing." The sale has excited some comment, seeing that Rio is only about 600 miles from the Argentine and several thousand from Chicago.

Storms along the South Atlantic and Gulf coasts during the last fortnight of September did great damage to the rice crop. The deficit in the yield is estimated from one-half in Louisiana to two-thirds on Savannah River.

The corn exports continue to be very heavy, the shipments for the first eight months of the year being 146,000,000 bushels, an average price of 37 cents, against 131,000,000 bushels a year ago at an average of only 30½ cents.

Umatilla County, Oregon, raised 5,000,000 bushels of wheat, mostly No. 1 Club, Red Chaff or Blue Stem. Winter wheat yielded 35 bushels to the acre and spring wheat 20. The first sales, September 10, were at 45½ to 48 cents at Pendleton.

The Kansas Board of Agriculture's estimate for the corn crop of 1898 is 26,663,000 bushels, or 16 per cent, less than last year, on an acreage 13 per cent less than last year. The total yield is put at 127,500,000 bushels, the yearly average since 1879 having been 131,761,732 bushels.

From April 22, 1897, to June 30, 1898, the inspection of grain at Atchison, Kans., covered 18,078 cars, against 71,634 cars in Kansas City. The elevator and milling capacity of Atchison, which ranks second to Kansas City, is 850,000 bushels, daily handling capacity, 102,000 bushels.

There are now 36 corporations doing business in grain and provisions on the Chicago Board of Trade. Following the general trend of business institutions, the number of corporations is increasing; firms that were formerly only partnerships are being rapidly reorganized under the limited liability acts.

Jas. A. Reser has reported a new worm working in growing wheat near Salina, Kans. The worm is described as being about an inch in length, brownish in color and lively motioned. It attacks the sprouted wheat kernels. Mr. Reser says this worm has destroyed about a thousand acres in his county.

California crops, of both cereals and fruits, were very uneven, but as a whole, as to cereals, amounted to 300,000 tons, or one-fourth to one-third a normal yield of wheat, and 100,000 tons, or one-fourth a normal yield, of barley. The best wheat section was the northern part of the Sacramento Valley, where nearly a full crop was harvested. The grain merchants are handling grain from other Pacific Coast states. The flour mills are busy and exports and consumption of flour are normal.

The State Agricultural School at St. Anthony Park, St. Paul, Minn., will this fall begin a series of experiments to determine the adaptability of winter wheat to Minnesota. Considerable winter wheat has been grown in the southern part of the state in past years and in other localities that are well sheltered by timber, in all 30,000 to 50,000 acres. There has never, however, been any regular winter wheat market in the state. The grain is used chiefly in the manufacture of breakfast food and other cereal foods. For the same quality it brings a few cents a bushel less than the hard wheat.

Secretary Wilson of the Department of Agriculture reports in the 1897 "Year Book" that experiments with Puget Sound flax fiber demonstrates that Washington can grow as good fiber as any produced in the old world. This is not surprising; and it is no secret that the colonies and Kentucky (to name no more) in pioneer days grew and wove their own linen; but what the Secretary forgets to demonstrate is the existence of men and women who are willing to undertake the highly objectionable occupation of preparing the flax fiber for the linen-maker. That is peculiarly a "pauper labor" occupation the world over—one which few American farmers are as yet sufficiently pauperized to drift into.

RANGE OF PRICES AT CHICAGO.

The daily range of prices for cash grain at Chicago since September 15 has been as follows:

September.	NO. 2 R.W. WHT.		NO. 1 NO. SP. WHT.		NO. 2 CORN.		NO. 2 OATS.		NO. 2 RYE.		NO. 1 N. W. FLAXSEED	
	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.
15.....	66	66	67	67	29 3/4	30 1/4	21 1/4	21 1/4	47 1/2	47 1/2	91 1/2	91 1/2
16.....	66	66	67	67	29 3/4	30 1/4	21 1/4	21 1/4	47 1/2	47 1/2	91 1/2	91 1/2
17.....	66	66	67	67	29 3/4	30 1/4	21 1/4	21 1/4	47 1/2	47 1/2	91 1/2	91 1/2
18.....	66	66	67	67	29 3/4	30 1/4	21 1/4	21 1/4	47 1/2	47 1/2	91 1/2	91 1/2
19.....	65	65	67	67	29 3/4	30 1/4	21 1/4	21 1/4	47 1/2	47 1/2	91 1/2	91 1/2
20.....	66	66	67	67	29 3/4	30 1/4	21 1/4	21 1/4	47 1/2	47 1/2	91 1/2	91 1/2
21.....	66 1/2	66 1/2	67 1/2	67 1/2	29 3/4	30 1/4	21 1/4	21 1/4	47 1/2	47 1/2	91 1/2	91 1/2
22.....	66 1/2	66 1/2	67 1/2	67 1/2	29 3/4	30 1/4	21 1/4	21 1/4	47 1/2	47 1/2	91 1/2	91 1/2
23.....	66 1/2	66 1/2	67 1/2	67 1/2	29 3/4	30 1/4	21 1/4	21 1/4	47 1/2	47 1/2	91 1/2	91 1/2
24.....	66 1/2	66 1/2	67 1/2	67 1/2	29 3/4	30 1/4	21 1/4	21 1/4	47 1/2	47 1/2	91 1/2	91 1/2
25.....	66 1/2	66 1/2	67 1/2	67 1/2	29 3/4	30 1/4	21 1/4	21 1/4	47 1/2	47 1/2	91 1/2	91 1/2
26.....	66 1/2	66 1/2	67 1/2	67 1/2	29 3/4	30 1/4	21 1/4	21 1/4	47 1/2	47 1/2	91 1/2	91 1/2
27.....	67	67	67 1/2	67 1/2	29 3/4	30 1/4	21 1/4	21 1/4	47 1/2	47 1/2	91 1/2	91 1/2
28.....	68	68	67	67	29 3/4	30 1/4	21 1/4	21 1/4	47 1/2	47 1/2	91 1/2	91 1/2
29.....	65 1/2	65 1/2	66 1/2	66 1/2	29 3/4	30 1/4	21 1/4	21 1/4	47 1/2	47 1/2	91 1/2	91 1/2
30.....	65 1/2	65 1/2	66 1/2	66 1/2	29 3/4	30 1/4	21 1/4	21 1/4	47 1/2	47 1/2	91 1/2	91 1/2
31.....	64	64	63 1/2	63 1/2	29	29 3/4	21	21 1/4	46	46 1/2	90 1/2	91
Oct. 1.....	62	62	62 1/2	62 1/2	28 3/4	29 1/4	20 3/4	21 1/4	45	45	90	90 1/2
2.....	62	62 1/2	62 1/2	62 1/2	29	29 3/4	21 1/4	21 1/4	44 1/2	45	91	91
3.....	62 1/2	62 1/2	62 1/2	62 1/2	29 1/4	29 3/4	22	22 1/4	44 1/2	44 1/2	91 1/2	92
4.....	62 1/2	62 1/2	62 1/2	62 1/2	29 1/4	29 3/4	22	22 1/4	44 1/2	44 1/2	91 1/2	92
5.....	62 1/2	62 1/2	62 1/2	62 1/2	29 1/4	29 3/4	22	22 1/4	44 1/2	44 1/2	91 1/2	92
6.....	62 1/2	62 1/2	62 1/2	62 1/2	29 1/4	29 3/4	22	22 1/4	44 1/2	44 1/2	91 1/2	92
7.....	62 1/2	62 1/2	62 1/2	62 1/2	29 1/4	29 3/4	22	22 1/4	44 1/2	44 1/2	91 1/2	92
8.....	62 1/2	62 1/2	62 1/2	62 1/2	29 1/4	29 3/4	22	22 1/4	44 1/2	44 1/2	91 1/2	92
9.....	62 1/2	62 1/2	62 1/2	62 1/2	29 1/4	29 3/4	22	22 1/4	44 1/2	44 1/2	91 1/2	92
10.....	62 1/2	62 1/2	62 1/2	62 1/2	29 1/4	29 3/4	22	22 1/4	44 1/2	44 1/2	91 1/2	92
11.....	65	66	63 1/2	63 1/2	29 1/4	29 3/4	22	22 1/4	44 1/2	44 1/2	92	92
12.....	65	66	63 1/2	63 1/2	29 1/4	29 3/4	22	22 1/4	44 1/2	44 1/2	92	92
13.....	65	66	63 1/2	63 1/2	29 1/4	29 3/4	22	22 1/4	44 1/2	44 1/2	92	92
14.....	65	66	63 1/2	63 1/2	29 1/4	29 3/4	22	22 1/4	44 1/2	44 1/2	92	92

During the week ending September 16 Prime Contract Timothy Seed sold at \$2.35@2.50 per cental; Prime Contract Clover Seed at \$5.40@5.65; Hungarian at \$0.50@0.60; German Millet at \$0.50@0.80; Buckwheat at \$0.80@1.00 per 100 pounds.

During the week ending September 23 Prime Contract Timothy Seed sold at \$2.45@2.47 1/2 per cental; Prime Contract Clover Seed at \$6.60@8.00; Hungarian at \$0.50@0.60; German Millet at \$0.50@0.80; Buckwheat at \$0.80@1.00 per 100 pounds.

During the week ending September 30 Prime Contract Timothy Seed sold at \$2.42 1/2@2.50 per cental; Prime Contract Clover Seed at \$7.25@8.00; Hungarian at \$0.50@0.60; German Millet at \$0.50@0.80; Buckwheat at \$0.80@1.00 per 100 pounds.

During the week ending October 7 Prime Contract Timothy Seed sold at \$2.27 1/2@2.37 1/2; Prime Contract Clover Seed at \$7.25; Hungarian at \$0.50@0.65; German Millet at \$0.55@0.80; Buckwheat at \$0.70@1.00 per 100 pounds.

FLAXSEED AT CHICAGO.

The receipts and shipments of flaxseed at Chicago during the 14 months ending with September, as reported by S. H. Stevens, flaxseed inspector of the Board of Trade, were as follows:

Months.	Receipts.		Shipments.	
	1898-99.	1897-98.	1898-99.	1897-98.
August.....	665,420	813,160	973,790	299,108
September.....	1,212,780	696,000	729,806	557,895
October.....	424,560	424,560	373,312	373,312
November.....	671,870	436,648	437,218	437,218
December.....	189,980	189,980	162,128	162,128
January.....	189,980	189,980	162,128	162,128
February.....	189,980	189,980	162,128	162,128
March.....	212,331	212,331	156,961	156,961
April.....	75,400	75,400	37,691	37,691
May.....	333,420	333,420	174,522	174,522
June.....	224,143	224,143	251,184	251,184
July.....	91,640	91,640	197,934	197,934
Total bushels.....	1,679,200	4,349,212	1,708,596	3,123,865

WHEAT RECEIPTS AT PRIMARY MARKETS.

The wheat receipts at nine primary markets during the fourteen weeks ending October 3, for the last three years, according to the Cincinnati Price Current were as follows:

	1898.	1897.	1896.
St. Louis.....	4,667,000	5,871,000	7,329,000
Toledo.....	6,638,000	6,558,000	3,710,900
Detroit.....	1,814,000	2,179,000	1,287,900
Kansas City.....	10,734,000	15,226,000	3,588,000
Cincinnati.....	203,000	290,000	414,000
Winter.....	24,058,000	30,124,000	16,328,000
Chicago.....	9,003,000	11,246,000	9,778,000
Minneapolis.....	2,424,000	2,615,000	2,901,000
Duluth.....	15,389,000	16,122,000	19,682,000
Spring.....	41,159,000	44,575,000	49,193,000
Total, bus. 14 weeks...	65,217,000	74,693,000	65,521,000

The Chicago elevators will hereafter settle for surplus grain on the day the grain is unloaded and the surplus determined.

RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain, etc. at leading receiving and shipping points in the United States for the month of September, 1898:

CLEVELAND—Reported by F. A. Scott, secretary of the Chamber of Commerce:

Articles.	Receipts.		Shipments.	
	1898.	1897.	1898.	1897.
Wheat, bushels.....	343,640	315,164	225,474	89,952
Corn, bushels.....	917,687	468,922	643,880	413,668
Oats, bushels.....	843,168	618,024	402,227	232,569
Barley, bushels.....	59,007	8,648	341	.....
Rye and other cereals, bu.....	.....	23,977	.....	1,849
Baled Hay, tons.....	4,747	4,186	590	485
Flour, barrels.....	52,640	54,800	20,890	54,780

CINCINNATI—Reported by C. B. Murray, superintendent of the Chamber of Commerce:

Articles.	Receipts.		Shipments.	
	1898.	1897.	1898.	1897.
Wheat, bushels.....	49,625	53,495	15,714	33,402
Corn, bushels.....	162,777	361,444	40,383	87,609
Oats, bushels.....	280,856	339,285	124,453	196,884
Barley, bushels.....	63,013	31,624	700	2,246
Rye, bushels.....	20,896	38,750	4,478	4,632
Hay, tons.....	6,485	10,347	5,118	5,741
Flour, barrels.....	182,779	114,756	146,487	75,366

DETROIT—Reported by F. W. Waring, secretary of the Board of Trade:

Articles.	Receipts.		Shipments.	
	1898.	1897.	1898.	1897.
Wheat, bushels.....	559,210	821,773	475,440	605,180
Corn, bushels.....	187,893	210,716	76,150	107,071
Oats, bushels.....	173,944	253,452	60,046	120,691
Barley, bushels.....	23,225	.....	797	.....
Rye, bushels.....	72,382	254,080	80,122	275,777
Hay, tons.....	29,850	41,075	23,000	25,200
Flour, barrels.....	29,850	41,075	23,000	25,200

DULUTH—Reported by S. A. Kemp, secretary of the Board of Trade:

Articles.	Receipts.		Shipments.	
	1898.	1897.	1898.	1897.
Wheat, bushels.....	13,644,959	11,204,173	10,404,286	8,037,275
Corn, bushels.....	179,566	357,342	322,810	178,649
Oats, bushels.....	108,889	78,220	43,216	69,636
Barley, bushels.....	487,160	672,096	234,694	405,457
Rye, bushels.....	364,138	222,556	372,186	10,641
Flaxseed, bushels.....	1,050,129	239,880	748,618	746,950
Flour, barrels.....	470,225	560,955	826,820	879,280
Flour production, bbls..	315,410	254,025	.....	.....

KANSAS CITY—Reported by E. D. Bigelow, secretary of the Board of Trade:

Articles.	Receipts.		Shipments.	
	1898.	1897.	1898.	1897.
Wheat, bushels.....	4,039,100	3,175,900	4,102,150	3,276,000
Corn, bushels.....	381,750	206,250	1,404,750	869,250
Oats, bushels.....	357,000	81,000	433,000	195,000
Barley, bushels.....	3,200	.....	1,600	800
Rye, bushels.....	54,600	22,100	52,000	15,000
Flaxseed, bushels.....	60,000	37,000	39,000	5,500
Hay, tons.....	8,530	1,160	7,110	1,170
Flour, barrels.....	.....	51,600	.....	58,920

MINNEAPOLIS—Reported by G. D. Rogers, secretary of Chamber of Commerce:

Articles.	Receipts.		Shipments.	
	1898.	1897.	1898.	1897.
Wheat, bushels.....	8,787,180	6,750,760	1,743,110	857,860
Corn, bushels.....	198,800	428,740	36,250	18,080
Oats, bushels.....	1,487,310	2,397,740	158,610	17,740
Barley, bushels.....	178,060	359,620	132,110	208,780
Rye, bushels.....	159,510	123,220	175,440	48,600
Flaxseed, bushels.....	560,200	330,510	240,270	68,160
Hay, tons.....	1,238	2,680	.....	32
Flour, barrels.....	8,649	13,102	1,353,963	1,262,915

MILWAUKEE—Reported by Wm. J. Langson, secretary of the Chamber of Commerce:

Articles.	Receipts.		Shipments.	
	1898.	1897.	1898.	1897.
Wheat, bushels.....	1,413,400	1,084,680	435,650	77,100
Corn, bushels.....	374,400	910,650	475,532	581,650
Oats, bushels.....	1,246,000	817,000	1,021,450	598,634
Barley, bushels.....	2,022,400	1,262,200	559,542	871,518
Rye, bushels.....	219,000	172,425	137,622	42,240
Grassseed, lb.....	332,130	560,520	351,730	108,400
Flaxseed, bushels.....	71,920	29,403	40,735	2,900
Hay, tons.....	1,385	1,613	38	.....
Flour, barrels.....	202,700	179,150	341,640	303,531

PEORIA—Reported by R. C. Grier, secretary of the Board of Trade:

Wheat, bushels	49,400	40,400	26,600	13,800
Corn, bushels	1,860,450	1,421,700	304,250	678,800
Oats, bushels	812,955	981,300	830,300	992,600
Barley, bushels	151,050	81,900	93,550	57,000
Rye, bushels	12,000	3,000	4,200	2,400
Mill Feed, tons	625	495	6,190	5,120
Seeds, lb	660,000	420,000	270,000	780,000
Broom Corn, lb	15,000	30,000	30,000	30,000
Hay, tons	3 520	2,130	24	260
Flour, barrels	51,500	22,650	44,200	23,200

ELEVATOR

GRAIN NEWS

ILLINOIS.

S. M. Postlewait has a new elevator at Jamaica, Ill.

The Rankin Grain Co. is building new cribs at Rankin, Ill.

Shelby & French are building an elevator at Tolono, Ill.

Work is in progress on C. C. Davis' new elevator at Williamsfield, Ill.

J. M. Cole has started a feed grinder in his elevator at Edelstein, Ill.

John Shapland has purchased the Righter Elevator at Saunemin, Ill.

R. L. Houghton has purchased the Kendall Elevator at Princeville, Ill.

It is reported that John Doyle will soon build an elevator at Long View, Ill.

W. O. Moyer recently purchased Benton Watson's elevator at Chesterville, Ill.

H. Van Beuning & Co. have started work on their new elevator at Delavan, Ill.

E. Koehler & Co. have purchased Wood & Co.'s elevator business at Normal, Ill.

W. M. Prillaman of Rossville has purchased R. C. Wilson's elevator at Henning, Ill.

J. W. Cole of Toulon has purchased the Kendall & Kline elevator at Edelstein, Ill.

John McGirr's new elevator at De Kalb, Ill., is open and doing a rushing business.

Repairs have recently been made on the Bartlett & Kuhn elevator at Broadlands, Ill.

W. F. Banta of Humerick, Ill., has overhauled his elevator and put in a new sheller.

W. H. McKinnon of Eleanor, Ill., bought 12,000 bushels of corn from one farmer recently.

A. L. Duncan & Son succeed to the grain business of Seaton & Co. at Aledo, Ill., on October 15.

The Champaign Transfer & Elevator Co. of Champaign, Ill., has filed a certificate of dissolution.

Morris Bros. & Hoyt of Elburn, Ill., will replace their recently burned elevator with a new one.

J. P. Woolford of Galton, Ill., is having a long addition built to his elevator for storing ear corn.

Geo. M. Bennett & Co. have purchased the grain and hay business of Jos. Cloidt & Son at Solitt, Ill.

Hart & Hoyt, the grain and coal firm at Chilli-cothe, Ill., has been dissolved. Geo. Hart continues the business.

Work is in progress on the foundation for the million-bushel annex to the Peavey Elevators at South Chicago.

James Abbott is building a 25,000-bushel elevator at Chandlerville, Ill. It will be operated by a gasoline engine.

French & Co. are erecting an elevator at Tolono, Ill., which will be run in connection with Chas. Shelby's flour mill.

The Rogers Grain Co. of Gibson City, Ill., have torn down their old elevator and are building a new and larger one.

B. S. Tyler & Co. have leased the Steele Elevator at Sullivan, Ill., and it is being operated by L. R. Smith, superintendent.

J. T. Applegate has started to operate his elevator at Blackstone, Ill. It has been operated under lease by J. L. McKay.

E. R. Ulrich & Sons are building an addition to their elevator at Bates, Ill., that will increase its capacity to 100,000 bushels.

The John Walters Co. of Parnell, Ill., has incorporated with a capital of \$2,500. The company handles grain, hay and coal.

Alva Park has purchased an interest in the grain firm of Smith & Co. at Hindsboro, Ill. The firm is now known as Smith & Park.

W. B. Riekey, formerly manager for Bartlett, Frazier & Co. at Dana, Ill., has gone into the grain business for himself at Cameron, Ill.

G. H. Sidwell of Chicago has sold his elevators at Aurora, Chana, Flagg Station and Hinckley, Ill., to the Neola Elevator Co. of Chicago.

Milmine, Bodman & Co. have been engaged lately in shelling and shipping their stock of corn from Homer, Ill. There was between 400 and 500 cars

of it, representing an accumulation from three different crops.

C. A. Johnson of Dahinda, Ill., as agent for a Chicago grain company, has rented the elevator on the Santa Fe Railroad at Galesburg, Ill.

The Neola Elevator Co. has been incorporated at Chicago by Thos. R. Beman, Timothy F. Mullen and John M. Cameron. The capital stock is \$25,000.

The Weller Mfg. Co. of Chicago has the contract for the rope transmission and elevator machinery to go in the new Grand Trunk Elevator at Chicago.

Moore & Mossey have succeeded Pavey & Moore in the ownership of the grain elevator at Kingman, Ill. They report a large corn crop to handle this year.

The grain men of Gibson City, Ill., have been very busy lately receiving grain. Farmers are shelling and delivering corn to make room for the new crop.

The Middle Division Elevator Co. is repairing and enlarging its two elevators at Pontiac, Ill. A gasoline engine is being put in to operate both houses.

The Weller Mfg. Co. has the order for a large amount of machinery for the American Cereal Co.'s new grain elevator at 90th Street and Stewart Avenue, Chicago.

J. B. Winterhalter has sold his elevators and feed mills at Virgil and Lily Lake, Ill., to his sons, who will conduct the business under the name of Winterhalter Bros.

Sawyer & Kelley are moving their old warehouse at Huntley, Ill., and intend to build a new warehouse this fall. The feed elevators will be operated by gasoline engine.

The Farmers' Elevator Co. of Milford, Ill., during the last half of September purchased 50,000 bushels of old corn and contracted for 100,000 bushels of new corn.

Cavitt Bros. have just started their new grain elevator at Woodland, Ill., and shipped their first car of grain on August 27 to the Calumet Grain & Elevator Co. of Chicago.

F. J. Rapp and Christ Froebe have purchased Mr. Cunningham's interest in Cunningham & Webb's new elevator at Harness, Ill. The new firm is known as Webb, Rapp & Co.

A. Whitaker, of Whitaker & Bishop, sold his interest in the grain business at Monarch, Ill., to Z. S. Weedman and gave possession on October 1. The style of the new firm is Bishop & Weedman.

Clarey & Payne of Leroy, Ill., have bought the grain elevator at Potomac, Ill. This elevator and the one at Hedrick make three elevators controlled by this firm on the Rantoul division of the Illinois Central Railroad.

The Rice Machinery Co. has been awarded the contract for the complete equipment of grain elevating and power transmission machinery for the new 1,000,000-bushel elevator which Rosenbaum Brothers are building at Oakdale Station, Chicago.

The new Illinois Cereal Mills at Bloomington, Ill., are now grinding about five carloads of oats per day and the corn department has capacity for 2,500 to 3,000 bushels per day. As only the heaviest white oats are used, the company has found it necessary to ship part of its supply from Iowa.

John R. Carter, who sold his grain elevator at Alvin, Ill., to Philomen & Holloway about a year ago, has bought it again. Friend John is too good a member of the Illinois Grain Dealers' Association to engage in the scoop shovel business and has been in the grain business too long to remain loafing more than a year.

Burkett & McIntire have purchased the grain elevator of C. H. Sells at Pitwood, Ill. The members of the firm are Seventh Day Adventists, and do no business on Saturday. On the five days in which the elevator is operated, however, it does an excellent business, and Burkett & McIntire are very popular with the farmers and railroad people.

SOUTHERN.

R. R. Lloyd, a Pembroke, Ky., grain dealer, recently filed a petition in bankruptcy.

E. R. Betterton is building a grain warehouse at Dry Valley, Tenn., near Chattanooga.

The Crowley Rice Mill at Crowley, La., is completing a large brick warehouse for rice.

Gilbreath & Richardson, grain dealers of Lynnville, Tenn., are erecting a grain warehouse.

J. T. Sims has succeeded Sims & Caldwell in the grain and grocery business at Clarendon, Texas.

The Medford Mill & Elevator Co. of Medford, Okla., has been incorporated, with a capital stock of \$40,000. The incorporators are: J. H. Grattan,

of Williston; J. Stevens, Leslie D. Lewis and S. J. Stevens of Medford, and W. L. Scott of Enid.

F. P. Gerdes & Co. of Cincinnati have purchased the Head & Beam distilling plant at Gethsemane, Ky.

Among the improvements being considered by the Business League of Brownsville, Tenn., is a grain elevator.

E. G. Beal, until recently engaged in the grain business at Van Alstyne, Texas, has filed a petition for relief in bankruptcy.

The South Texas Grain Co., with a capital stock of \$6,000, has been incorporated at Houston, Texas, by Chas. P. Shearn, J. V. and W. O. Neuhaus.

J. T. Kelton expects to build a small grain elevator at McMinville, Tenn., to accommodate the increased production of wheat in Warren County.

The Henderson Elevator Co. has placed its order with the Weller Mfg. Co. for the machinery equipment for the addition to its elevator at Henderson, Ky.

The Mississippi River Elevator Co. of Vicksburg, Miss., has been incorporated by Jos. H. Stack, A. F. Nimitz, S. E. Landau, and J. J. Powers. The capital stock is \$15,000.

The Weller Mfg. Co. has the contract for the complete machinery equipment for the 250,000-bushel grain elevator being built by A. Waller & Sons, at Henderson, Ky.

Work has been commenced on Callahan & Sons' new elevator at Louisville, Ky., and it is expected to have it completed by January 1. The structure will be 182x36 feet and 86 feet high.

John Thixton and a number of other citizens of Owensburg, Ky., propose the organization of a company with a capital of \$25,000 for building an elevator at that place, the stock to be held largely by farmers.

EASTERN.

C. W. Cass of Plaistow, N. H., is enlarging his elevator.

F. M. Keefe is building a grain elevator at Waltham, Mass.

S. C. Kimball is building a new feed store at Barton Landing, Vt.

Will S. Harrington has opened a grain and feed store at Adams, Mass.

Fred Cook has purchased J. B. Smith's grain and feed store at Mitineague, Mass.

Elmer C. Darbe of Danville, N. H., has a grain elevator at Newton Junction nearly completed.

Jacob K. Adams is building a grain store at Warner, N. H., 70x29 feet, one and a half stories high.

A. A. Whittemore, lately of Wickford, R. I., has purchased a grain business at South Sudbury, Mass.

Chas. E. Dickinson of Lockport, N. Y., has purchased the Ferrin Bros' Elevator property at that place.

Clarence R. Sadd has sold his grain and feed business at Rockville, Conn., to Robt. S. Cruttenden of Hartford.

Raymond Bros. have leased from the Hatch-Bailey Co. the large grain elevator at South Norwalk, Conn.

Wm. H. Stahl has purchased the grain and hay business at Cambridge, Mass., from the estate of M. J. McDonald.

C. E. & F. S. Statter have leased the feed and grain elevator at West Salisbury, Pa., from the Manst-Broadwater Co.

Fred Harding's grain store at Lisbon Falls, Me., has been so improved as to make it a model elevator, on a small scale.

The Great Northern Elevator Co. of Buffalo, N. Y., has certified to an increase of its capital stock from \$1,000,000 to \$1,500,000.

Miller Bros. & Co. of Bergen, N. Y., had the money drawer in their grain office broken open recently by a thief during the noon hour, and \$10 taken.

The Glens Falls Coal Co. has been incorporated at Glens Falls, N. Y., with a capital of \$34,500. Grain is among the things to be dealt in by the company.

The safe and grain office of Ahmer E. Cole's grain store at Billerica Center, Mass., were completely wrecked by burglars using dynamite, one night recently. Only \$10 was secured.

The Philadelphia Grain Elevator Co. is building a 500,000-bushel annex to its Port Richmond Elevator at Philadelphia, Pa. The entire equipment of machinery was purchased of the Webster Mfg. Co.,

the contract being placed through G. H. Stephens, manager of the Eastern office at New York City.

Nelson M. Bowes, a New York City grain and feed dealer, assigned September 27 for the benefit of creditors to Oliver K. Tabor.

The American Stock & Grain Co. of Portland, Me., has been incorporated with a capital of \$25,000, paid in. John W. Tenney is president and John W. Wood treasurer. Both reside in Boston.

The Eastern Distilling Co. of Blissville, L. I., New York, has arranged to build a large grain elevator at its plant. It will be an exceedingly substantial structure built of brick and stone, 54x80 feet, six stories high, with peaked slate and tin roof. The cost will be \$30,000.

Coryell & Clark, of Prattsburg, N. Y., have built an elevator at Branchport, N. Y., adjoining the flouring mills. The building is 29x56 feet, with 20-foot posts, and surmounted with a cupola. Steam power is obtained from the mill adjacent. The warehouse has eight bins, each of a carload capacity, and the elevator has a capacity of 400 bushels per hour, and will clean and load 600 bushels per hour.

CENTRAL.

A grain elevator has recently been completed at Tecumseh, Mich.

Sicken & Beers of Marine City, Mich., contemplate building a new elevator.

Geo. F. Gerlach's new elevator at St. John's, Ind., is about ready for business.

Geo. Forrest is successor to the grain firm of Forrest Bros at Flint, Mich.

J. R. Miller has opened an office at Logansport, Ind., for the purchase of grain.

O. G. Carter is successor to the grain business of Alter & Betts at Goldsmith, Ind.

J. A. Neal & Co. are successors to Mercer & Neal in the grain business at Peru, Ind.

J. D. McFerran of Flat Rock has engaged in the grain business at Shelbyville, Ohio.

Bronson, Mich., numbers a new grain elevator among its improvements of this season.

O. G. Carter is the successor of Alter & Betts in the grain business at Goldsmith, Indiana.

Walker & Elenthrope, dealers in grain and lumber at Carsonville, Mich., have dissolved partnership.

It is reported that a grain elevator is needed and badly wanted by the village of Archbold, Fulton County, Ohio.

Elevators are being built at Battle Creek, Mich., by the Detroit, Toledo & Milwaukee and the Michigan Central railroads.

Paddock, Hodge & Co. of Toledo expect to rebuild in the near future the elevators recently destroyed by fire at Greentown, Ind.

B. H. Palmer & Son of Rockford, Ohio, leased the Hirsch Elevator at Celina, Ohio, and took charge of same last month.

Root & Green are building a new grain elevator at Milroy, Ind. The contract for machinery was awarded to the Weller Mfg. Co.

R. Risser of Vaughnsville, Ohio, is building a new grain elevator at Rimer, Ohio. The Weller Mfg. Co. furnished the machinery equipment.

Improvements are being made in the Walsh Distillery at Lawrenceburg, Ind., that will increase its capacity to 3,600 bushels of corn daily.

A steel storage tank 35 feet in diameter and 23 feet high is being completed at Lenox, Mich., for the Farmers' Elevator Co. It will hold 15,000 bushels.

G. L. McLane is building a new grain elevator at Edwardsburg, Mich. The contract for the complete equipment of machinery was awarded to the Rice Machine Co.

Fifield & Mundy are building a large 2½-story elevator on their farm between Bay City and Saginaw, Mich. The elevator is located on a sidetrack of the F. & P. M. Ry.

It is reported from Terre Haute, Ind., that contracts have been let for the erection of a distillery there with a daily capacity of 5,000 bushels of corn. It will be owned by a new company, of which Fred Smith is the head.

Caughey & Carran's new elevator at Detroit, Mich., has capacity for about 50,000 bushels of seeds and 75,000 bushels of grain. The house will be equipped with oat clipping and grain cleaning machines and can load about 50 cars per day.

Paddock, Hodge & Co. have been allowed \$235,000 for their grain loss in the Toledo elevator fire. The owners of the building will probably receive about the full amount of their insurance, \$135,000.

and it is said that a \$175,000 elevator will soon replace the old one.

The Noblesville Milling Co. of Noblesville, Ind., is building two large corn cribs, with a combined capacity of 32,000 bushels. Their total crib capacity is over 50,000 bushels.

NORTHWESTERN.

An elevator is being built at Burtrum, Minn.

Hiram Hemp is putting up a grain elevator at Waukau, Wis.

M. Wertz recently completed a grain warehouse at Potter, Wis.

The Farmers' Elevator at Hedland, S. Dak., is about completed.

Dilger & Noble is a new grain buying firm at Yankton, S. Dak.

Tom Burnight is building a new elevator at Chatworths, S. Dak.

C. S. Moores completed his new elevator at Hope, N. Dak., last month.

H. P. and James Horswill are erecting a granary at Estelline, S. Dak.

R. H. Sliter has rented T. D. Davidson's elevator at Long Prairie, Minn.

H. Hendrickson is buying grain in his new warehouse at Trent, S. Dak.

An elevator is to be built at once at Miles, Minn., by a coöperative company.

M. Rimmels of Shephard is now in the grain business at Brainerd, Minn.

C. E. Rice of Howard, S. D., has remodeled his grain warehouse into an elevator.

It is reported that an elevator is to be built at Wausau, Wis., in the near future.

George Cordes is now doing business in his new 18,000-bushel elevator at Marion, Wis.

The Monarch Elevator Co. has completed a 30,000-bushel elevator at Brinsmade, N. D.

Dazey, Minn., has a new 40,000-bushel elevator built by the Great Western Elevator Co.

C. C. May & Co. have moved their elevator to a new site in the town of Cambridge, Mass.

S. Stewart of Morris, Minn., is said to contemplate the building of an elevator at Starbuck.

The Farmers' Elevator at Morris, Minn., has been completed and is now taking in wheat.

McHugh & Gardner of Langdon, N. D., are to build a 30,000-bushel elevator in Conway at once.

The Peavey Elevator Co. is building a 40,000-bushel house at Elora, N. Dak., on the N. P. R. R.

H. Zech & Co. have added to their grain and produce warehouse at Crivitz, Wis., a large feed mill.

The farmers of Graceville, Minn., and vicinity contemplate the erection of a co-operative elevator there.

E. A. Brown of Luverne, Minn., has purchased the Farmers' Warehouse at Garrettson, in that state.

S. F. Packard has succeeded Packard & Salum in the grain and fuel business at Barnesville, Minn.

It is reported that the elevator recently destroyed by fire at Mission Hill, S. Dak., will be rebuilt.

The citizens of Montgomery, Minn., are organizing a stock company to build a 30,000-bushel elevator there.

Dewald & Walter have installed a gasoline engine for operating their two elevators at Sioux Falls, S. Dak.

R. L. Frazee has been succeeded by H. E. & P. C. Frazee in grain and milling business at Pelican Rapids, Minn.

The McEachron Milling Co. has opened a warehouse and elevator at Marshfield, Wis., with Adolph Salzman in charge.

The Clary Elevator, having a capacity of 30,000 bushels, and located at Hornick, Iowa, was opened for business recently.

Wells, Pearce & Co.'s elevator at Morris, Minn., has been leveled, strengthened and put in shape for a big season's business.

The Neilsville Farmers Elevator Co. of Neilsville, Polk Co., Minn., has been incorporated with a capital of \$10,000.

A new and larger engine has been installed in the Amenla & Sharon Land Co.'s Elevator R at Superior, Wis. About 20,000 bushels of wheat can

now be cleaned daily, instead of 10,000 or 12,000 bushels, as was the case with the old equipment.

The elevator firm of Hammer & Willnow of Utica, Minn., dissolved recently and the business is being continued by Mr. Hammer.

The St. Paul & Kansas City Grain Co. is building an elevator at Yankton, S. Dak. Frank Hefner will be the superintendent.

McCaull, Webster & Co. of Minneapolis, Minn., have purchased and improved the W. H. Stokes Elevator at Watertown, S. Dak.

Dewald & Walter's flat grain house at Freeman, S. Dak., has been remodeled into an elevator, making the sixth grain house for that town.

Frank Schumacher's 20,000-bushel elevator at Port Washington, Wis., was completed a couple of weeks ago. It is 24x36 feet and 64 feet high.

The John P. Dousman Milling Co. has added a 25,000-bushel elevator to its plant at Depere, Wis. A Monitor Separator is among the machinery installed.

The Marinette Flour & Feed Co. of Marinette, Wis., has remodeled its warehouse and put in an electric motor for operating the elevating machinery, etc.

A new grain elevator is being built in connection with the Springfield Roller Mills at Springfield, Minn. The Weller Mfg. Co. is supplying the machinery outfit.

The Macdonald Engineering Co. has just closed the contract for a new 100,000-bushel grain elevator at Jefferson Junction, Wis., for the Lytle, Stoppenbach Co.

A. Tanner of Little Falls has purchased T. D. Davidson's small elevator at Long Prairie, Minn. George Clark is the buyer in charge of same for the new proprietor.

The W. W. Cargill Co. of Green Bay is about to build a small elevator at Forestville, Door County, Wis. It will be the first grain elevator on the Ahnapee & Western railroad.

The Sheffield Milling Co. of Faribault, Minn., has let the contract for the erection of its 50,000-bushel steel tank elevator to the Steel Storage & Elevator Construction Co. of Buffalo.

The firm of Mullaney & Scroggs was recently reorganized at Beresford, S. Dak., and will operate grain houses at Beresford, Alcester, Hewarden, Hudson, Westfield and Fairview.

The citizens of Janesville, Wis., have appointed a committee, headed by J. L. Bostwick, to raise money to pay the rent of the elevator operated by W. W. Cargill & Co. for another year.

The contractors of the mammoth new elevator being built at Manitowoc, Wis., expect to have it ready for business about November 15. A number of outside cities were visited recently to secure an additional number of workmen.

Much preparation has been made at Tyndall, S. Dak., for handling the new grain crop. The Hunting Warehouse has been converted into a dump elevator. McCaull, Webster & Co.'s house has been improved. The new Burbeck & Lehr Elevator was ready for business early in the season. An elevator was added to Boinga's flour mill.

WESTERN.

Lundy & Kirby have engaged in the grain business at Peck, Idaho.

W. L. Lyon has engaged in the grain buying business at Pullman, Wash.

The new Struby Elevator at Denver, Colo., is about ready to receive grain.

The warehouses at Irving, Wash., have more grain in store than ever before.

Balfour, Guthrie & Co. have a warehouse 200x50 feet about completed at Alicel, Ore.

The Farmers' Warehouse Co. of Oakesdale, Wash., incorporated recently with a capital of \$2,500.

George H. Lewis has sold his hay and grain business at Denver, Colo., to Spaid & Ropiquet.

Grain warehouses are being built at Waitsburg and Coppei, Wash., by the Western Warehouse Co.

W. D. Martin is buying grain in his new warehouse at McMillan's Landing, Douglas Co., Wash.

Washburne & Son of Springfield, Ore., are to erect a new grain warehouse of 40,000 bushels' capacity.

It was reported from Colfax, Wash., on the first of the month that there was a shortage of cars in that vicinity. Also that there was stored at Mockenema 375,000 bushels, at Diamond 300,000 bushels,

and at Endicott 225,000 bushels, much of which weighs 63 pounds to the bushel.

The Seattle Warehouse & Elevator Co. of Seattle, Wash., recently installed a No. 5 Eureka Double Receiving Separator.

The T. F. Rourke Co. was recently incorporated at Walla Walla, Wash., to deal in grain. The capital stock is \$100,000.

J. A. Ratcliffe and Jerome Martin are buying grain at Cheney, Wash., using the N. P. freight depot as a warehouse.

A large addition is being built to the Tacoma Grain Company's warehouse at Cedar Creek, three miles south of Garfield, Wash.

The Alliance Warehouse & Elevator Co. of Fairfield, Wash., has erected another building, 24x40 feet, thus increasing its storage capacity to about 130,000 bushels.

Owing to the disposition of farmers to hold their crops for higher prices, the warehouses at Ione and Douglas, Ore., were filled about the middle of last month and had to refuse to receive more grain.

Lucas Bros. of Spangle, Wash., have commenced the construction of a new warehouse 130x40 feet. On the first of the month they had 10,000 bushels piled on the outside, and the Tacoma Grain Co. 20,000 bushels, all the warehouses being filled.

The Farmers' Elevator Co. of Mosca, Colo., at a recent meeting, elected a board of directors consisting of M. M. Sutley, John Wertz, W. A. Chapson, T. R. Pace and J. M. Warden. They expect to commence building soon an 80,000-bushel elevator.

Driscoll & Russell, who erected a large grain house at Genesee, Wash., this season, found it necessary to make an addition of 40x60 feet last month. All the Genesee warehouses filled up rapidly, as there was but little grain shipped early in the season.

MISSOURI, KANSAS AND NEBRASKA.

Pretty Prairie, Kans., has a new grain elevator.

Craig, Mo., has a new 22,000-bushel grain elevator.

An elevator is being built at Valley, Nebr., for the Omaha Elevator Co.

An elevator is being erected at Elkhorn, Nebr., by the Omaha Elevator Co.

It is stated that an elevator and flouring mill will be built at Darlington, Mo.

W. T. McElvain & Co. have sold out their grain business at Brainard, Nebr.

Stewart & Phelps, dealers in grain, at Schuyler, Nebr., have dissolved partnership.

Horner & Kirk are the successors of Kirk Bros., grain dealers at Kingman, Kans.

Geo. S. Hayes & Co. have removed their grain office from Lincoln to Hastings, Nebr.

J. Jackson recently completed an elevator at Oberlin, Kans., that is up-to-date in every way.

D. K. Sterrett has succeeded to the grain, flour and feed business of Christ Winters at Eustis, Nebr.

The Isom Elevator at Bellaire, Kans., is being rebuilt and enlarged to about 15,000 bushels' capacity.

Thos. O'Shea and Will McBride have arranged to build at once a 20,000-bushel elevator at Madison, Nebr.

F. P. Van Winkle has purchased Shelly, Westbrook & Co.'s grain, coal and live stock business at York, Nebr.

The Torpin Grain Co. of Oakdale, Nebr., are about to commence work on an elevator at the new town of Atkinson, Nebr.

The elevators at Curtis, Nebr., have been running day and night recently to accommodate the large amount of grain that is coming in.

Shelly, Westbrook & Co. of Omaha recently purchased the Lumry Elevator at Fullerton, and the Morris & Davis elevator at Belgrade, Nebr.

The Armstrong Milling & Elevator Co. of Armstrong, Mo., has been incorporated with a capital of \$12,000. Among the incorporators are A. W. Evans, J. J. Walkup and W. L. Hart.

The Stafford Milling & Elevator Co. of Stafford, Kansas, have decided to rebuild the mill and elevator which was burned last August. The new elevator will have 30,000 bushels' capacity.

The Merchants' and Manufacturers' Warehouse Company, with headquarters at New York, recently filed articles of incorporation. The company has \$70,000 capital stock and proposes to erect a warehouse at Omaha, Nebr., and receive grain and mer-

chandise for storage and issue warehouse receipts. The incorporators are Charles A. Dean, Bullard McCall, George A. Vandever and Percy Thompson.

The Manufacturers' Association of Kansas City, Mo., is negotiating with John Kelley of Leavenworth, Kans., on a proposition to erect a 3,000-barrel flouring mill and a 125,000-bushel elevator at Kansas City. Mr. Kelley asks a bonus of \$25,000.

T. J. Price & Son's new elevator at Reading, Kans., is just completed. The main structure is 33 feet square and 58 feet high, with a capacity of 16,000 bushels. Adjoining the elevator on the north is a crib for ear corn capable of holding 55,000 bushels. Among the equipment are two feed mills with a capacity for grinding 5,000 bushels of corn daily. The engine room is built of dressed stone and contains a 60-horse power gasoline engine.

CANADIAN.

The Dominion Elevator Co. will erect an elevator at Greenway, Man.

The Dominion Elevator Co. is erecting an elevator at Foxwarren, Man.

The grain firm of McLennan & Graham, Winnipeg, Man., has dissolved.

Brady, Love & Tryon, Winnipeg, are building an elevator at Myrtle, Man.

John McDonald has put up a granary at Rainsell, Ont., and will buy grain.

Milne Bros. have purchased the Farmers' Elevator at Rapid City, Man.

The Dominion Elevator Co. has erected a new elevator at Moosomin, N. W. T.

The Lake of the Woods Milling Co. has erected an elevator at Alameda, N. W. T.

The Triangle Wheat Co. of Toronto, Ont., failed recently. Assets, \$650; liabilities, \$1,450.

A 25,000-bushel elevator is being built at Arden, Man., by John Davidson & Co. of Neepawa.

The Midland Elevator Co. of Midland, Ont., are having a 50-light dynamo placed in their elevator.

Geo. Carter, Son & Co. of St. Marys have made repairs on their grain warehouse at Granton, Ont.

The Northern Elevator Co. will build an elevator at Emerson, Man., with a capacity of 25,000 bushels.

Samuel Sloan of Goderich, Ont., has placed elevating machinery and a gasoline engine in his grain warehouse.

The new elevator at Qu'Appelle, Assn., is completed. The machinery will be operated by a gasoline engine.

The Northern Elevator Co. has completed a small elevator at Rosentfeld, Man., which is now in charge of a Mr. Wolf of Gretna.

Parrish, Lindsay & Co. of Winnipeg, Man., have leased and will this year operate all the grain houses of the Manitoba Grain Co.

A Glenboro (Man.) correspondent says that 1,000,000 bushels of grain will be marketed there this year. At present the farmers are storing and waiting for higher prices.

The large new elevator at Goderich, Ont., is about completed, and it is reported that several cargoes of grain are being held at Chicago for this house, which will be filled before the close of navigation.

IOWA.

The Hancock Elevator at Danbury, Iowa, is about completed.

It is reported that an elevator is to be built at Bell, Iowa, soon.

It is reported that another elevator is soon to be built at David, Iowa.

The Chicago-O'Neil Grain Co. has a buyer at Barnum, Iowa, this season.

A. R. Weaver of Chapin, Iowa, has been making some improvements in his elevator.

A gasoline engine was recently placed in Daugherty's Elevator at Hawthorne, Iowa.

Johnson Bros. of Rippey, Iowa, have built an oat bin as an addition to their elevator.

John Dammann & Co.'s elevator at Dixon, Iowa, has been put in shape for the season's work.

The Interstate Elevator Co. has made extensive improvements in its plant at Ellsworth, Iowa.

F. H. Peavey & Co. will build a new 150,000-bushel grain elevator at Council Bluffs, Iowa.

McKee & Walkinshaw have leased and will operate an elevator at Blanchard, Iowa. As the house

has not been used for about four years, it is being thoroughly remodeled and repaired.

Power is now supplied to the McFarlin Elevator at Jefferson, Iowa, by a newly installed engine.

J. S. Smith of Iowa Falls has purchased and taken charge of the elevator at Robertson, Iowa.

J. M. Wulf, of Grand Mound, Iowa, has placed a 5-horse power gasoline engine in his elevator.

Anderson Bros. have improved their elevator at Sheffield, Iowa, by the addition of a gasoline engine.

C. C. McCardell of Hampton has purchased and taken charge of Luke & Wurtzer's elevator at Geneva, Ia.

A recent report from Hartley, Iowa, says that over 10,000 bushels of grain is being marketed there daily.

The Farmers' Elevator at Coon Rapids, Iowa, will be closed until about Nov. 1, during which time repairs will be made.

The elevators at Havelock, Iowa, have been very busy lately taking in grain and expect to have to do some all-night work.

Gammet & Ogden of Mondamin, Iowa, are shelling and handling, in their new elevator, about 125,000 bushels of corn.

The Knittle Grain Co. of Sioux City, Iowa, is to handle Carrington, Hannah & Co.'s track grain business in Western Iowa and Nebraska.

The grain dealers of Manson, Iowa, have been doing a good business lately. In one day 10,000 bushels of wheat and oats were taken in.

Cassady's Elevator at Whiting, Iowa, is now completed and ready for business. It has a capacity of 15,000 bushels, and is operated by a gasoline engine.

A new grain elevator is being built at Chatsworth, Iowa. The Weller Mfg. Co. is furnishing the grain elevating and conveying and power transmission machinery.

The Glucose Sugar Refining Co. of Chicago has awarded the contract to the Weller Mfg. Co. for a large amount of power transmission machinery to go in its plant at Marshalltown, Iowa.

Wm. Lester and W. J. Graham of Nassau, have leased the C. & N. W. grain house at What Cheer, Iowa, which they will operate under the name of the W. J. Graham Co. John Lester is the buyer.

BRANDED HAY.

The following is an extract from the address of George S. Bridge of Chicago, to the members of the National Hay Association, at Buffalo, N. Y., August 9, 1898:

The question of handling branded hay is one that I have considered for a long time, and I believe that if the commission men of this country would adopt this system and establish for themselves brands, have them registered and see to it that their reliable shippers are furnished with plenty of tags to place on their bales, showing the weight and the grade of hay and the name of the hay, it would be the means of correcting the evil of shortage in weights now existing in many of the cities. The consumer would soon learn that the most profitable hay that he could buy would be branded hay. They would call for certain brands from the retail dealer, the retail dealer in turn would call for this brand from the commission merchant. There are, however, two great difficulties in attempting to handle hay in this manner. One is to find shippers in the country who will take the trouble to see that each bale is weighed carefully and graded properly and tagged properly. Shippers, as a general thing, attempt to do too much business, and are unable to do this work as it should be. But this is not the chief difficulty. In order to make a business of this kind successful, it is always necessary to have a stock of each brand of hay on hand. It is impossible to sell a staple brand of goods without having stock continually on hand. This, without a system of hay warehouses, is practically impossible. At times we would have far too much of one brand of hay on hand, and none of another, so that you will readily see that to do business in this manner successfully large storage warehouses should be provided. Possibly some of you will say that it is impossible to handle hay under special brands. I hold that it is no more impossible to handle hay under special brands than it is to handle flour. No one of you expects to sell flour to his trade unless it is branded. Why should you your hay? There is probably no system that the hay men of this country can introduce that will so quickly raise the standard of hay as by the establishment of special brands, and you will find it to be the most effectual means of eradicating the dishonest dealer. Under this head I have partially explained why I think that every market should have hay warehouses for the unloading of all cars of hay.

Fires - Casualties

The Kansas City Elevator at Elwell, Iowa, was burned on the afternoon of October 6.

Hagner Bros' grain elevator at Beardstown, Ill., received slight damages from fire recently.

The grain elevator of S. M. Barnes at Fairbury, Ill., was damaged by fire one night recently.

The grain elevator and mill of W. S. Jenkins & Co. at Leesburg, Va., was burned at 7 p. m., Oct. 6.

The grain elevator of Richards, Graves & Roberts at Oregon, Wis., has been burned. Loss \$12,000; insurance \$10,000.

G. B. Rose & Co.'s grain elevator at Nashville, Tenn., was damaged by fire recently. The loss was partly covered by insurance.

The grain elevator at Sinclair, Ill., owned by T. V. Fox, was burned at midnight, September 26. The building was insured for \$500.

The grain elevator and flour mill of the Paris Milling Co. of Paris, Mo., was burned at 3 a. m., October 6. Loss \$22,000; insurance \$12,000.

The grain elevator at Glenwood, Minn., owned by the Atlantic Elevator Company burned October 2 with 1,000 bushels of wheat. It was fully insured.

C. A. Burk's grain elevator at Bement, Ill., was burned on the night of September 24, together with a large amount of grain. Loss \$20,000; fully insured.

The Webster City Elevator Co. of Webster City, Iowa, lost a grain warehouse and a quantity of stored oats recently from fire. Loss between \$400 and \$500.

The grain warehouse at Chattanooga, Tenn., occupied by the grain firm of T. H. Cheek & Co., was burned at midnight October 8. Loss \$5,000; covered by insurance.

The grain warehouse owned by George Peters at Farmington, Pa., was destroyed by fire on the night of September 29. It was thought the fire was caused by incendiaries.

Seldondridge & Ingersoll's large grain and flour warehouses at Colorado Springs, Colo., were burned on the afternoon of October 1. The fire caught from adjoining buildings.

One of the large grain elevators on the Anchor Line Docks at Erie, Pa., was slightly damaged by fire recently. It was thought the blaze started from spontaneous combustion.

James Steischen, associated with A. H. Betts in the grain business at Parkston, S. Dak., received serious injuries recently by being thrown from a freight train near Parkston.

W. F. Story's grain elevator at Kenney, Ill., caught fire from a passing locomotive recently, but the flames were discovered and extinguished before they had done any serious damage.

The St. Paul & Kansas City Grain Company lost 6,000 bushels of corn in a fire recently, which burned the Sioux City & Northern Railroad Company's yards at Hinton, Iowa.

Cartwright & Headington's grain elevator at Portland, Ind., received damages amounting to about \$1,000 recently from fire. The blaze started from friction in some of the machinery.

Anna E. Cole's grain store at Billerica, Mass., was entered by burglars on the night of September 30. They blew open the safe, wrecking both it and the office, but failed to secure any money.

Capt. Stuart's grain elevator at Audubon, Iowa, was burned on September 13. About 25,000 bushels of wheat and corn were consumed. It was thought the fire was of incendiary origin. Loss \$13,000; insurance \$10,000.

William Gurth, an employe of Fromanhauser Brothers, elevator architects of Minneapolis, Minn., fell from the roof of the addition to M. B. Helmer's elevator at Fond du Lac, Wis., on September 15, and was fatally injured.

The coal in the boiler room of Sindt's grain elevator at Durant, Iowa, ignited from spontaneous combustion at 10 p. m., September 17. The city fire department extinguished the blaze before it had done serious damage.

J. F. Watson & Son's large grain elevator at Harrisburg, Ill., was burned at 6 p. m., September 14. About 15,000 bushels of wheat, 100 tons of hay and 5,000 bushels of corn were consumed. Loss \$15,000, covered by insurance.

The large grain elevator at Greentown, Ind., owned by Paddock, Hodge & Co. of Toledo, Ohio, was burned at 11 a. m., September 29. The fire caught in a cob pile and communicated from there to the building. About 30,000 bushels of wheat,

with considerable other grain, was destroyed. The loss was covered by insurance.

L. A. Ferguson, owner of the grain elevator at Anawan, Ill., was pushing a carload of grain on the railroad October 5, when his six-year-old son was caught under the wheels and crushed to death.

The large grain elevator and mill at Bismarck, N. Dak., owned by the North Dakota Milling Association, was destroyed by fire on the night of October 3, from flames originating in the engine room. Loss about \$50,000; insured.

The Enterprise Elevator at Higginsville, Mo., built in 1891 by E. W. Kruse, now owned by the Higginsville Milling Co., was burned on the evening of September 19. The fire was caused by an explosion of dust in one of the shipping bins.

The roof of G. B. Griffin's grain elevator at Charleston, Ill., was discovered to be on fire September 20. The blaze was supposed to have been caused by a spark from the engine. It was extinguished before it had gained serious headway.

The Belt Line Elevator of the Brinkman-Reinertsen Company of Kansas City, Mo., received damages recently which necessitated its closing for several days. On the night of September 16 a section of floor with 10 tons of flour gave way, dropping on the engine.

The grain elevator at Culbertson, Nebr., owned by W. H. Ferguson and operated by Newton, Crews & Co., caught fire in the engine room on the afternoon of September 24. The engine room was burned, but the elevator was saved. Loss about \$100, fully covered by insurance.

The large grain elevator at Quitman, Mo., owned by ex-Mayor Howard McCommon of Maryville, was burned on the night of October 1. About 420 bushels of rye, 1,400 bushels of oats and 4,000 bushels of corn were burned. It was thought the fire was of incendiary origin. Loss \$10,000.

McFadden & Co.'s grain elevator at Oakford, Ill., was burned at 3 a. m., September 30. About 5,000 bushels of corn and 2,000 bushels of wheat were burned. The fire was supposed to have been caused by incendiaries. The elevator and contents were insured.

J. M. McNamara, postmaster at Leonore, Ill., and grain buyer at that place for Bartlett, Frazier & Co. of Chicago, drew \$700 from a bank at Streator on September 13 and started to drive for home. He was met on the road by three men, who beat him into insensibility and took away his money. They were not captured.

McDaniel & Morrow's grain elevator at Carthage, Mo., was burned at an early hour on the morning of September 24. The bins contained over 20,000 bushels of corn and nearly 15,000 bushels of wheat. The fire started in the engine room, but nothing certain was known as to its origin. Loss \$45,000; insurance \$26,000.

Fred Hasch, an employe in the Rothschild Elevator Company's Grain Elevator at Davenport, Iowa, was working on some cars near the elevator on the afternoon of October 3, when in some manner his foot slipped, wrenching it so seriously that it was thought he would be confined to his home for some time.

An accident occurred at the Crowley Rice Milling Company's plant at Crowley, La., on the morning of September 23, which resulted in the death or injury of several individuals. The roof of the warehouse was being raised to make room for another story. The guy ropes used to steady the roof as it was raised, gave way, and it fell with a heavy crash. About 15 men were at work, and while most of them escaped by jumping, a number were more or less seriously injured.

Mr. Stokes, traveling agent for the Northern Elevator Company of Rapid City, Man., went to Vancocoe, one day during the last part of September, to show their buyer at that place how to manage the gasoline engine. In some unaccountable manner the gas escaped and permeated Mr. Stokes' clothes. In a few seconds a flame burst from the engine and his garments caught fire. He rushed out of the elevator and threw himself on the long grass and weeds. Peter Milne, who was standing by, smothered the flames with his overcoat. Mr. Stokes was badly but not seriously burned.

The Secretary of the Kansas Agricultural Board reports 231,538 acres in alfalfa in that state, 60,000 acres more than last year; also 535,743 acres in Kaffir corn, an increase over last year of 163,905 acres, while there were of sorghum 388,259 acres, or 10 per cent more than last year, or 194 per cent more than in 1895. All of these crops thrive well nearly every year in the western half of the state, where Indian corn is not always a reliable crop, and they constitute important and valuable adjuncts to the growing and fattening of cattle, sheep, swine and poultry in those sections.

The EXCHANGES

Two Chicago Board of Trade memberships were sold a few days ago at \$725 each, net to the seller.

The Chicago Board of Trade will adjourn Oct. 19 to allow its members to celebrate in the Peace Jubilee.

The Merchants' Exchange of St. Louis, Mo., adjourned on October 3, to give the members an opportunity to attend the St. Louis Fair.

The trustees of the Chamber of Commerce of Tacoma, Wash., have elected Col. C. P. Ferry secretary to succeed Samuel Collyer, who resigned the office September 30.

The Milwaukee Chamber of Commerce has adopted an amendment to its rules reducing the weight of a carload of timothy or clover seed from 30,000 to 24,000 bushels.

The Pittsburg Grain & Flour Exchange appointed a committee, at a recent meeting, to call on the railroad officials with a view to securing increased facilities for handling hay and grain.

The Baltimore Chamber of Commerce has reduced the inspection rate on grain from 40 cents per 1,000 bushels to 30 cents. It was found the reduced price could be made and the department still be self-supporting.

An immense cake, donated by the Planters Hotel Company of St. Louis, Mo., for the benefit of the Missouri State War Association was sold on the floor of the Merchants' Exchange, September 29, and netted a total of \$235.

At a recent meeting of the Milwaukee Chamber of Commerce it was announced that the board of directors had declared that part of Elevator "E" still controlled by the St. Paul Company regular for the storage of grain and flaxseed up to August 1, 1899.

A very large delegation from the Chicago Board of Trade visited the Trans-Mississippi Exposition at Omaha, on Chicago Day. The delegation was enthusiastic over its journey, its reception and hospitable treatment at Omaha and the wonders of the Exposition.

The Cincinnati Chamber of Commerce held its annual election of officers on September 13. Robert H. West was elected president; James T. McHugh, vice-president; L. B. Daniel, treasurer, and George Metzger, secretary. The directors are Charles E. Fish Jr., Charles E. Knud, Hugo Gruner, and J. F. Ellison.

The members of the Minneapolis Chamber of Commerce elected officers on October 4 as follows: President, C. M. Harrington; vice-president, E. S. Woodworth; directors, C. C. Wyman, James Everington, P. B. Smith, B. H. Morgan, George H. Christian; arbitration board, George H. Barwise, W. T. Hooker, G. F. Ewe; board of appeals, H. W. Commons, J. R. Martin.

The Grain, Hay and Feed Receivers' Association of Cincinnati has appointed a committee to look into the matter of the Exchange rule requiring payment of bills to be made in 48 hours. Complaint is made that where cars arrive over the Pan Handle and have to be switched to other parts of the city after being weighed at the Jumbo Elevator, payment frequently has to be made a couple of days before the goods are actually delivered.

It is thought to be very probable that the Chicago Board of Trade will take some action in regard to corporations trading on the floor of the exchange. This does not apply to large corporations which have ample capital and established reputations, but small concerns which do an extensive commission business and whose ratio of paid in capital and authorized capital is about as 10 to 1,000. During times of large trading, when the situation on the floor seems to become critical, these corporations are not looked upon by traders with much favor.

The Mutual Benefit Insurance Association of the Chicago Board of Trade held its annual meeting recently, at which it was shown by the report of the executive committee that there had been fifteen deaths in the association during the year, the same number as the previous year, and that \$41,012 had been distributed in mortuary benefits. The association now has a membership of 800. The executive committee consists of J. W. Fernald, G. W. Stone, P. H. Eschenburg and Edwin Brown. C. L. Dougherty has been elected to the vacancy in the executive board caused by the death of Gilbert Montague.

Governor Leedy of Kansas, on September 12, appointed S. B. Senter of Ness City grain weighmaster, and H. W. Dale of Larned and W. A. Bishop of Argentine grain inspectors, all being stationed at Kansas City.

CROP REPORTS

[Readers will confer a favor by sending us reports each month of the acreage and condition of growing crops, the amount of grain and hay in farmers' hands and stocks in store, for publication in this department.]

The oats crop, in many places, was damaged by rains after being cut and the quality is therefore not high.

A severe storm in the vicinity of Georgetown, S. C., on October 3, is reported to have caused \$75,000 damage to the rice crop.

A severe snowstorm in the vicinity of Devil's Lake, N. Dak., on October 5, greatly damaged the wheat and flax, lowering the grade of both.

Indications are that wheat in Manitoba and the Northwest Territories will turn out better than was expected, both as to yield and quality. The average will be about 30 to 35 bushels per acre.

The estimated average yield of corn for the state of Iowa this season is 34 bushels per acre on 8,396,000 acres, an aggregate of 295,464,600 bushels. Oats are estimated to average 33 and barley 23 bushels per acre.

The weather conditions in Wisconsin during the close of September were very favorable for the completion of the work of securing the remaining crops and for the fall plowing and seeding. Frequent rains were very beneficial to pastures, meadows and early sown wheat and rye. Corn was practically all in the shock and an excellent crop.

In the Walla Walla country, Washington, the straight average shows 40 bushels to the acre of plump, firm wheat, practically all No. 1. Some tracts yielded 45 bushels, some 58 and some even 60 bushels to the acre on the foothills. In the Palouse country the crop of wheat will be 25 per cent less than last year, in spite of the increased acreage, which is about 10 per cent over 1897.

The preliminary crop report for 1898, issued by the Kansas State Board of Agriculture, indicates a corn yield of 127,500,000 bushels. The yield for 1897 was 152,500,993. This year's crop is 16 per cent less than last year. The acreage is 16 per cent less. There is on hand 62,595,377 bushels of old corn, 25,125,540 bushels less than in 1897. The corn crop is virtually made. A considerable proportion of the whole was already in the shock on October 1 or being cut.

A large acreage of wheat has been prepared in New York. Seeding was general during the last part of September and, in many places, finished. The early sown grain which is up looks well. Some rye has been sown and is in good condition. Some late corn was injured by frost in the middle of September, but most of it was out of danger toward the last of the month, and reports were to the effect that more than half of the crop had been secured in excellent condition. The crop of buckwheat is reported as generally good. Almost the entire crop is harvested.

MICHIGAN CROP REPORT, Oct. 8.—The number of acres of growing wheat in the state last spring, as returned by supervisors in the Farm Statistics, was 1,730,224; the average yield per acre as found by thrashing is 19.12 bushels, and the total yield in the state 33,083,261 bushels. The average per acre in the southern counties is 19.36 bushels; in the central, 19.60 bushels, and in the northern, 15.02 bushels. These averages are based upon a return of 164,183 acres thrashed in the southern counties, more than 28,000 in the central counties, and more than 10,000 in the northern counties. The average per acre in the state is 0.52 bushels, and in the southern counties 0.55 bushels less than the September estimates. No further estimate of the wheat crop of the present year will be made by this department. The total number of bushels of wheat reported marketed by farmers since the September report was published is 2,154,884, and in the two months, August and September, 3,867,281. This is 232,249 bushels more than reported marketed in the same months last year. Oats are estimated to yield 31.75 bushels per acre, barley 21.79 bushels, and corn 58 bushels of ears. The estimate for oats is from thrashers' records. The estimates indicate that these are all full average crops. Corn was very generally harvested without damage by frost.

KENTUCKY CROP REPORT, Oct. 1.—The corn crop has been further benefited during September. Late corn, which is usually cut off by the closing of the season, is, this year, as well matured as early corn. The warm rains have, however, kept corn in a sappy condition and a number of complaints have been received of damage in shock, caused by heating. Grasshoppers, in the western section particularly, have stripped the stalks of their blades, and in some instances this has occurred early enough to cause damage to the grain. Local windstorms have blown the corn down badly in the western and southeastern sections and the hot weather and rains have caused all ears touching ground to rot.

The estimated average yield is 32½ bushels per acre for the state. The average yield for 1897 was estimated at 23 bushels per acre. By sections the yield averages 31 bushels for the western, 35 for the north central and 27 bushels for the southeastern section. Very few counties report the crop not as good as anticipated earlier. The number of acres of clover cut for seed compared with the acreage of 1897 is 74 per cent. The average yield per acre is estimated at 1.9 bushels. With the exception of the shortage in acreage the showing is quite satisfactory. The general failure of the clover seed crop throughout the heavy seed producing states should enable Kentucky farmers to realize handsomely on their crops this year.

GOVERNMENT CROP REPORT, Oct. 10.—The October report of the statistician of the Department of Agriculture shows the average condition of corn on October 1 to have been 82, as compared with 84.1 on September 1, with 77.1 on October 1, 1897, and with 82.9 the mean of the October averages of the last ten years. All the averages of 100 or upward reported last month have disappeared, except in Kentucky, where corn has held its own at one point above the standard. In Ohio and Missouri also the average is the same as last month, while there is an improvement of four points in Illinois and a decline of four points in Indiana, two points in Iowa and five points in Nebraska. Throughout the South the decline is general.

The usual wheat report is withheld, pending the result of further investigations.

The preliminary estimate of yield per acre of oats is 27.8 bushels. This is three-tenths of a bushel per acre less than the preliminary estimate of the crop of 1897, but 2.1 bushels per acre above the mean of the preliminary averages of the last ten years. The average for quality is 83.3, against 87.6 one year ago.

The preliminary estimate of the yield per acre of barley is 21.6 bushels, or 2.9 bushels per acre less than in 1897, and 1.3 bushels below the mean of the October estimates for the last ten years. The average for quality is 91.3, as compared with 87.6 last year.

The preliminary estimate of the yield per acre of rye is 15.6 bushels. This is five-tenths of a bushel less than the average of last year, but 2.2 bushels above the mean of the October averages for ten years. The average of quality reported is 90.1, against 92.7 one year ago.

The condition of buckwheat has declined since September 1 12.6 points, being now 76.2. This is 14.6 points below the average on Oct. 1, 1897, and 8.3 points below the mean of the October averages of the last ten years.

OHIO CROP REPORT, Oct. 1.—The following report represents the crops named as calculated from official reports to the Department of Agriculture. The acreage of wheat, oats, barley and rye is from the enumerations as made by township assessors. The product per acre of these crops is from reports of actual thrashing throughout the several counties of the state, as returned from the regular township crop correspondents, who report also the condition or prospect of the other crops named: Area of wheat as returned by township assessors, 2,671,960 acres; product per acre, estimated from thrashers' returns, 15.82 bushels; total product for the state, as estimated from thrashers' returns, 42,268,161 bushels; quality compared with an average, 89 per cent; crop of 1897 still in producers' hands, 7 per cent. Area of oats as returned by township assessors, 943,814 acres; product per acre, estimated from thrashers' returns, 33.2 bushels; total product for the state as estimated from thrashers' returns, 31,372,389 bushels; quality compared with an average, 81 per cent. Area of barley as returned by township assessors, 22,051 acres; product per acre estimated from thrashers' returns, 28 bushels; total product for the state as estimated from thrashers' returns, 619,883 bushels; quality compared with an average, 90 per cent. Area of rye as returned by township assessors, 37,149 acres; product per acre estimated from thrashers' returns, 16 bushels; total product for the state as estimated from thrashers' returns, 600,398 bushels; quality compared with an average, 90 per cent. Corn.—Prospect compared with an average, 95 per cent; average date of cutting for fodder, September 13. Most of the corn was planted late and the shooting and filling occurred during the hot, wet weather, starting too many ears. Heavy beating rains knocked the pollen off and a great deal of the corn in some sections did not fill or mature properly and is light and chaffy, affecting its value as merchantable grade. These conditions are not apparent in the great corn belt or the heaviest corn producing counties of the southern central part of the state where the crop is good and even excellent, so that for the state there is a large product and the greater portion of good quality. Crop cut without damage by frost.

Philadelphia's grain exports for nine months of this year have amounted to 28,765,841 bushels, an increase of 4,500,000 bushels over same period of last year.

ELEVATOR INSURANCE RATES FOR ILLINOIS.

The following are the rates promulgated by the insurance companies to apply to elevator risks in the state of Illinois, now in force and effect. They do not apply to terminal elevators. In addition to the classes named, these rates apply to what is known as the floating or schedule grain insurance.

STEAM POWER ELEVATORS.

	Annual	Eight months or less	Floating grain
1. Frame, iron-clad and iron roof, brick boiler house and brick smokestack. (Where elevator building is iron-clad and metal-roof, with brick boiler house adjoining elevator, with entire fire wall, no openings, deduct 25 cents. When elevator building is iron-clad and metal roof, with brick boiler house adjoining elevator with opening or openings protected by standard fire doors, deduct 15 cents.)	\$2.50	\$2.25	\$2.25
2. Steam power frame elevators, shingle roof, brick or stone boiler house with metal roof, iron stack. (If brick stack, deduct 10 cents)	2.75	2.50	2.50
3. Steam power, frame elevators, shingle roof, boiler in elevator or in frame building attached, iron stack. (Deduct for brick-lined, 8 in., boiler house, 25 cents. If brick stack, deduct 10 cents)	3.25	2.75	2.75
4. Frame elevators where the power is in brick or stone boiler house, with metal roof, distant at least twenty feet or more from elevator	2.25	2.00	2.00
5. Add for feed mill, for each buhr or roll, 25 cents; add for corn sheller 25 cents.			

HORSE POWER ELEVATORS.

1. Basis rate	1.50
2. If horses are stabled in the elevator building or in addition thereto, add	.50
3. Add for corn sheller, except hand power	.25
4. Add for feed mill (each buhr or roll)	.25
5. Add for exposures	
6. If elevator is iron-clad, deduct	.10
Rate on grain for eight months or less should be short rates of 25 cents less than the building rate.	

GASOLINE POWER ELEVATORS.

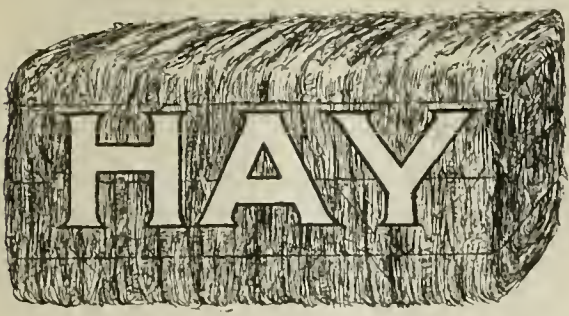
1. Basis rate	1.50
2. Add for gasoline engine, air pressure, in frame building within 20 feet of elevator, or additions, or in brick building communicating with elevator	.25
3. Add for gasoline engine, air pressure, located in elevator building	.50
4. Add for gasoline engine, gravity pressure, in frame building within 20 feet of elevator or additions, or in brick building communicating with elevator	.50
5. Add for gasoline engine, gravity pressure, located in elevator building	1.00
6. Add for reservoir within 20 feet of elevator, or additions	.50
If reservoir is located underground, and not less than 20 feet from elevator or additions, or engine house; or if reservoir is located above ground, and more than 30 feet from elevator or additions, and without gravity pressure, then no charge.	
7. Add for corn sheller	.25
8. Add for cleaning machinery, not less than	.25
9. Add for grinding (for each buhr, or roll)	.25
10. If elevator is iron-clad, deduct	.10
11. Add for capacity over 50,000 bushels, not less than	.25
Rate on grain for eight months or less should be short rate of 25 cents less than the building rate.	

Keeping gasoline on premises see union rule.

GRAIN WAREHOUSES (WITHOUT POWER).

Annual rate on building and contents	1.25
Add for exposures	
Rate on grain for eight months or less should be short rates of 25 cents less than building rate.	
All cancellations of insurance on grain elevators or flat grain warehouses and contents should be at short rates of full schedule rates, except when annual grain policies are canceled for periods of eight months or less, the cancellation may be computed on basis of short rate of the figures named for eight months or less.	

F. W. Thompson, manager of the Ogilvie Milling Company of Winnipeg, Man., after 500 miles of travel figures the wheat yield of that province at 40,000,000 bushels, or 3 to 5 bushels per acre better than earlier estimates.



Maud Muller on a summer's day
Had naught to do but think of hay;
But the time will soon be here, I trow,
When Maud can think of shoveling snow.

Dickerson & Lonsberry have opened a hay and feed store at Marion, Mich.

W. H. Flory, dealer in hay at Los Angeles, Cal., has gone into voluntary bankruptcy.

P. F. Smith has purchased the interest of his partner, O. D. Jones, in their hay and grain business at Wallace, Wash.

Almost 75 tons of hay owned by F. Carpenter near Elysian, Minn., were burned September 30. There was no insurance.

Nelson M. Bowes, wholesale hay and grain dealer at 562 West Thirty-fourth street, New York City, has made an assignment.

The third crop of hay has been cut on Philip Miller's ranch at Wenatchee, Wash. For the season 150 acres have yielded 700 tons, which have been sold at \$4 per ton in the field.

J. C. Houck & Son of Pittsburg, Pa., sold one day recently 1,000 tons of hay to the Chautauqua Eureka Ice Company and 1,000 tons to the United States Government, in all 200 carloads.

Owing to the large hay crop in the vicinity of Coburg, Germany, the United States Consul there has advised that exporters should not send any shipments of hay to that part of the German empire.

The hay and grain storage warehouse of John T. O'Rourke & Co. at Philadelphia, Pa., was burned September 17. The building was a four-story brick structure. Loss \$50,000. Insurance on building and contents \$25,000.

The Saginaw Milling Co. of Saginaw, Mich., has taken out a new trademark for baled hay. It is number 31,994, and was filed Aug. 15, 1898. The essential feature is the words "Green Leaf." Used since July 30, 1898.

The best hay is that which has received the most careful attention in curing, storing and baling. Clover hay should receive more care in baling than other varieties, as it does not retain its quality when too tightly packed.

During the months of September and October there is usually more danger than at other times, from spontaneous combustion in hay. After those months the hay has usually gotten through heating. During that time, therefore, greater precautions should be taken than usual to prevent fire.

Canadian exporters who send shipments to English markets via American ports will receive considerable benefit from the reduction in freight rates on hay from points in the Province of Quebec to Boston and New York. The rate as it now stands is 16 cents to Boston and 17 cents to New York.

If it pays to buy the best, then it pays to prepare the best for market. This applies particularly to hay. This commodity to command the best price must be good grass intelligently cut and harvested, gathered and stored with care, and as carefully baled and marketed. Good hay sells when the inferior grades are a drag on the market.

The Board of Trade Wholesale Hay and Feed Dealers' Association of Chicago has withdrawn from the arrangement which it had with the Hay Receivers' Association and the Flour and Feed Dealers' Association. Under the old arrangement the wholesalers agreed not to receive hay from the country, but has now decided that it is unwise to limit the field of its members and they will hereafter solicit country business. It is expected the hay receivers will retaliate by doing a local business with consumers.

The rules for grading hay and straw as adopted by the National Hay Association, January 23, 1895, were amended by that organization at Buffalo, N. Y., on August 11. The only changes in grades were made in No. 1 and 2 Timothy and in Tangled Rye, wheat and oat straw. As the amended grades now stand No. 1 Timothy shall be Timothy with not more than one-eighth mixed with clover or other tame grasses, properly cured, good color, sound and well baled. No. 2 Timothy shall be Timothy not

good enough for No. 1, not over one-fourth mixed with clover or other tame grasses, fair color, sound and well baled. No. 1 Tangled Rye Straw shall be practically free from chaff, of good color, sound and well baled. No. 1 Wheat Straw shall be practically free from chaff, of good color, sound and well baled. No. 1 Oat Straw shall be practically free from chaff, of good color, sound and well baled.

D. W. Clifton, president of the National Hay Association, has announced the standing committees of the Association as follows:

Arbitration and Investigation—George A. Root, Cincinnati; Fred. G. Tagner, Buffalo; James B. Michael, Assumption, Ill.; A. D. Campbell, Peoria, Ill.; James T. Cleudener, Baltimore; H. M. Strauss, Cleveland; S. Merrill, Meadville, Pa.

Transportation—Fred Diebel, St. Louis; C. A. Davies, Chicago; R. C. Menefee, Kansas City; C. S. Bradshaw, Saginaw, Mich.; C. F. Davison, Bluffton, Ind.; H. G. Morgan, Pittsburg; J. W. Fisher, Cincinnati.

Legislation—Willis Bullock, Canajoharie, N. Y.; Thomas H. Robinson, Boston; P. Keil, Pittsburg; M. M. Freeman, Chicago; S. P. Holmes, Jacksonville, Fla.; J. W. Ellis, Cincinnati; J. C. Smith, Newark, N. J.

Membership—E. L. Rogers, Philadelphia; J. A. Heath, Lenox, Mich.; L. W. Dewey, Blanchester, Ohio; John L. Dexter, Detroit; E. A. Dillenbeck, New York; Willis Bullock, Canajoharie, N. Y.; James W. Sole, Bluffton, Ind.; A. E. Clutter, Lima, Ohio; George W. Voris, Stewardson, Ill.; W. H. Harrison, St. Louis; F. M. Vanover, Lodi, Ohio; Justin Brewer, Ada, Ohio; L. A. Henning, Butler, Ind.

The Hay Receivers' Association of Chicago met in secret session recently to consider the action of the Car Service Association, which has announced that, beginning with October 17, a demurrage charge of \$1 would be made on each car of hay not unloaded within 48 hours after being placed on a designated siding. After a thorough discussion the matter was left in the hands of the Board of Directors. This body consists of W. R. Mumford, H. H. Fisher and M. J. Hamilton. This committee without doubt, and justly, too, in addition to a strong protest against the demurrage charge, will take measures to have it removed. The committee, however, should look at another cause which is responsible for the different markets getting overstocked and the railroad tracks remaining crowded with unloaded cars. The proportion of poor hay to good hay is by far too small proportionally. Farmers sell locally and feed their best hay, and the dealer consigns the poorest hay instead of the best. There is getting to be less and less a market for this hay, and the market remains glutted and the tracks filled. There is always a demand for good hay at satisfactory prices. That lesson should be learned first by the farmer and then by the dealer. The commission man knows it. When the farmer stops raising poor hay or learns to sell it locally, there will be many evils rooted out of the hay market.

REVIEW OF CHICAGO HAY MARKET.

The prices ruling for hay in the Chicago market during the past four weeks, according to the Daily Trade Bulletin, were as follows:

During the week ending September 17 the receipts were 5,287 tons, against 5,257 tons the previous week. Shipments for the week were 245 tons, against 240 tons for the previous week. A moderate business was transacted during the week. Arrivals were very liberal and the local demand was fair. Sales of Choice Timothy ranged at \$7.50@8.50; No. 1, \$7.00@8.00; No. 2, \$6.50@7.00; No. 3, \$5.50; Not Graded, \$6.00@7.00; Choice Prairie, \$8.00@8.75; No. 1, \$5.00@6.25 for State, and \$7.00@8.00 for Kansas and Iowa; No. 2, \$5.00@5.50 for State, and \$6.50 for Kansas; No. 3, \$4.50@5.50; Not Graded, \$3.25@6.00. Rye Straw sold at \$5.00@5.50, and Oat Straw at \$3.50@3.75.

During the week ending September 24 the receipts were 4,460 tons, against 5,287 tons the previous week. Shipments were 197 tons, against 245 tons for the previous week. The arrivals of Timothy Hay fell off very materially during the week and in consequence the offerings were only moderate. All choice grades met with a ready sale. The market for Upland Prairie Hay ruled rather dull. The receipts were liberal and the demand only moderate. Sales of Choice Timothy ranged at \$8.00@8.50; No. 1, \$7.00@7.75; No. 2, \$6.00@7.00; Not Graded, \$5.00@7.50; Choice Prairie, \$7.75@8.50; No. 1, \$6.00@7.50—outside for Iowa and Kansas; No. 2, \$4.50@5.50; No. 3, \$4.50; No. 4, \$3.50. Rye Straw sold at \$4.75@5.50, and Wheat Straw at \$3.50.

During the week ending October 1 the receipts were 4,458 tons, against 4,460 tons the previous week. The shipments were 160 tons, against 197 tons for the previous week. A quiet and steady market was experienced for Timothy Hay during the week. The arrivals were rather small and a moderate demand existed, with very little doing on shipping account. The market for Prairie Hay ruled dull. Demand was light from all sources and the offerings were liberal. Sales of Choice Timothy

ranged at \$8.00@8.50; No. 1, \$7.00@7.75; No. 2, \$6.50@7.25; No. 3, \$6.25; Not Graded, \$5.00@7.25; Choice Prairie, \$7.50@8.00; No. 1, \$5.75@7.50—out side for Kansas and Iowa; No. 2, \$5.00@6.50; No. 4, \$3.50; Not Graded, \$6.00. Rye Straw sold at \$4.50@5.50, and Oat Straw at \$3.00@3.50.

During the week ending October 8 the receipts amounted to 4,768 tons, against 4,458 tons the previous week, while the shipments were 202 tons, against 160 tons for the previous week. The market ruled dull during the early part of the week and only a moderate local demand existed, the offering being quite large. There was no inquiry for shipment. Toward the close of the week the arrivals became smaller and the demand greatly improved. Local dealers took hold quite freely and all choice grades were ready sale. Sales of Choice Timothy ranged at \$8.00@8.50; No. 1, \$7.00@8.00; No. 2, \$6.75@7.00; Not Graded, \$6.00@7.50; Choice Prairie, \$7.50@8.25; No. 1, \$6.50@7.50; No. 2, \$5.00@6.50; No. 3, \$4.00@4.50; No. 4, \$3.00. Rye Straw sold at \$4.00@5.75.

Items from Abroad

Crops in Denmark seem to be at least normal, except buckwheat.

The French wheat crop is the largest since 1874, and the nation will import no wheat this crop.

Cloverseed is quoted dearer in London, the advance from harvest point having been considerable.

Russian wheat shipments, according to an unofficial cable, August 1 to September 24, 1898, were 9,385,600 bushels.

Glasgow millers complain that grain is coming in so slowly that a number of their mills have closed down for want of wheat.

Shipments of corn from the Argentine for the first nine months of 1898 have been 14,838,000 bushels, against 10,303,000 bushels a year ago.

Argentine (and Uruguayan) shipments of grain, January 1 to September 22, 1898, were 23,144,000 bushels, against 1,700,000 bushels same period last year.

Hungarian advices state that the weather conditions are so bad that fall plowing cannot be done. The corn crop has been made, and appears to be a fair one.

The agricultural reports from the Continent for the week ending September 27 indicated very unfavorable conditions for the fall planting, on account of the drouth.

The Norway crops have ripened very slowly, barley and oats being very backward, while corn and potatoes have already been injured by the frost. The rye, however, was a good yield.

The Consul General at Calcutta reports that the acreage planted to jute in Bengal shows a decrease of 22 per cent and that the yield this season will amount to about 90 per cent of a normal crop.

Indian wheat shipments to United Kingdom ports, April 1 to September 24, 1898, were 18,904,000 bushels, and to Continent 10,284,000 bushels, against 320,000 bushels same period of 1897.

Odessa papers, as to the Russian wheat crop, say that the reports received describe the crop as very irregular. There is fully general agreement, however, that the crop in the Volga and Kama valleys is very bad.

It is a great many years since there were such good crop reports from all part of the United Kingdom as come in this year. Wales, Scotland and Ireland share equally with England in the biggest harvest since the '70s.

Broomhall's Corn Trade News, September 27, says: "It would seem as if farmers throughout the world were gradually proving themselves to be masters of the situation; for while there is undoubtedly a plentiful production of wheat this season, yet the void created by two lean seasons is so enormous that it is becoming to be generally admitted that with the big consumption which always accompanies low prices there will be none too much available in commercial channels at any time this season."

A new grain elevating device has been tried experimentally on the Alexandra Dock, Liverpool, with marked success. Three elevator legs were let into the hold so that the three sections of the lower after-holds, through which the shaft tunnels run, could be unloaded simultaneously. The system was devised for twin-screw vessels, which have two shaft tunnels, and the space between the tunnels can, by this device (patented), be discharged simultaneously with the two outer or wing sides of the tunnels. The three branches concentrate in a common head, whence the grain is carried wherever it is desired.

PERSONAL

L. B. Hopkins has secured a position with Phelps & Collins, grain dealers of Rockton, Ill.

Adam Winlaw has taken charge of the St. Anthony & Dakota Elevator at Hamilton, N. Dak.

E. Bentke, formerly engaged in the grain business at Thomson, Ill., has removed to Naperville, Ill.

C. G. Sauers has been engaged as manager of Bartlett, Frazier & Co.'s grain elevator at Dana, Ill.

A. Schmitz has accepted the position of buyer in F. H. Peavey & Co.'s elevator at Shakopee, Minn.

H. Jones of Rauville, S. Dak., is buying grain at Watertown, S. Dak., for the Pacific Elevator Co.

E. R. Ingle is buying grain at Bushnell, S. Dak., for the Davenport Elevator Co. of Davenport, Iowa.

Thos. McNely is buying grain at Shiocton, Wis., for the Cargill Elevator Company of Green Bay, Wis.

August Huckenpoehler has been engaged to buy grain at Arlington, Minn., by the Pacific Elevator Company.

Dave Gregor of Madison, S. Dak., has commenced buying grain at Utica, S. Dak., for McCaull, Webster & Co.

E. A. Zielke of Oakfield, Wis., has secured a position with the Wisconsin Malt & Grain Co. of Appleton, Wis.

H. D. Latimer, with L. Everingham & Co. of Chicago, Ill., has recently removed from Madison, Wis., to Monroe, Wis.

The Chicago O'Neil Grain Co. has opened its grain elevator at Manson, Iowa, under the management of Mr. White of Anthon.

R. M. Pollock has discontinued his grain business at Collison, Ill., and is now president of the Bank of Brayton of Brayton, Iowa.

Charles Applegate has taken charge of the grain elevator at Exira, Iowa, owned by the Rothchild Grain Co. of Davenport, Iowa.

Charles Collins of Plymouth, Wis., has been placed in charge of the Northern Grain Company's elevator at Fond du Lac, Wis.

Harry Carson of Webster City, Iowa, has gone to Iowa Falls to take charge of the grain elevator owned by his father at that place.

Jas. Ritchie has resigned a position with the Bank of Kaukauna, of Kaukauna, Wis., to enter into the employ of the Northern Grain Co. of Chicago.

S. S. Tanner, grain dealer of Minier, Ill., and president of the Illinois Grain Dealers' Association, is stumping the state in the interest of the Republican party.

Penrose A. McClain, a former extensive grain dealer of Philadelphia, Pa., has been appointed collector of internal revenue for the First Pennsylvania District.

John F. Howard, well known among Illinois dealers, has accepted a position with Merrill & Lyon, of Chicago, having entire charge of the firm's receiving department.

D. Reelmer, a member of the grain firm of Goldstuck, Hainze & Co., with head office at Paris, France, is visiting some of the large grain centers of the United States.

Charley Olds, who has been buying grain in Iowa and Nebraska for E. A. Brown & Co. of Minneapolis, Minn., will attend the State University at Minneapolis during the winter.

Reuben Leonard Wooster, a member of the firm of Dayton-Wooster Grain Co. of St. Louis, Mo., was married recently at Des Moines, Iowa, to Miss Grace Greenwood Pease of that city.

William Ewing, a state grain weigher of Minneapolis, Minn., is endeavoring to obtain possession, in the courts, of his eight-year-old son, who was adopted by his grandparents some years ago.

The will of Albert A. Munger of Chicago bequeaths \$155,000 to charitable institutions, and the valuable art collection known as the Munger Row at the Art Institute, Chicago, he left to that institution.

B. F. Striblin, who handles the eastern shipping business for the Calumet Grain & Elevator Co. of Chicago, Ill., is spending a few weeks at French Lick Springs, Ind., taking a rest after a very busy season.

F. J. Hubbard has resigned his position as grain buyer for Carson, Craig & Co. of Detroit, Mich., after eleven years of service, and has accepted a position in the same capacity with J. E. Linihan,

who is building the new grain elevator at Battle Creek, Mich.

B. F. Jackson has accepted a position with John Pemberton, grain buyer at Forest City, Ill., and will have charge of the south elevator at that place.

R. H. Cloke has removed with his family from Chatsworth, Ill., to Piper City, and has engaged in the grain business with his brother at that place.

Bert Dice has removed from Remsen, Iowa, to George, Iowa, having accepted a position with the Edmonds Lumber & Grain Company of that place.

Fred R. Kent has assumed the management of the office at Clinton, Ill., of the Middle Division Elevator Co. of Chicago, Ill. L. E. Slick, formerly manager, has been transferred to Bloomington.

Frank A. Spoon, of the grain and coal firm of J. F. Spoon & Co. of Janesville, Wis., was kicked by a horse which was standing by the elevator, recently, and received some rather severe bruises.

Herman Lewis has resigned his position as manager of J. K. Davidson & Co.'s grain elevator at Parsons, Kans., and has gone to South McAlester. Mr. Mays of Chetopa succeeded him with Davidson & Co.

T. W. Teague, who has been the superintendent in elevator "B" at Galveston, Tex., operated under lease by Charles Orthwein's Sons of St. Louis, Mo., has resigned his position and has returned to St. Louis. His place was filled by Herman Bilbro.

OBITUARY

Fernor W. Hamilton, one of the youngest members of the Toledo Produce Exchange of Toledo, Ohio, died September 17.

James Washington Wolvinton died at his home in Baltimore, Md., September 22, at 73 years of age. He was formerly engaged in the grain business, but had retired several years ago.

Edwin King died recently at his home in Toledo, Ohio, of consumption. He was for a number of years identified with the grain business of Toledo. He was twice married, and leaves a wife and child.

Henry Clark died at his home in Elmira, N. Y., September 29, at 54 years of age. He had been for many years actively engaged in the grain business, and for the past three months had run the Frasier Hotel in Elmira.

William C. Walton, a well-known grain merchant of Philadelphia, Pa., died October 2 from the effects of injuries received by being thrown from his carriage. He was 41 years of age, and had been engaged in the grain business in Philadelphia since his 17th year. He was a director in the Commercial Exchange, and a member of the Trades League.

Dexter W. Kensell, senior member of the grain firm of Kensell & Tabor of Portland, Me., died September 18. He was 65 years of age, and had been engaged in the grain business for many years. He was a member of the Board of Trade, and the Merchants' Exchange, and was always a liberal contributor to anything that he felt was for the advancement of Portland.

Peter L. Lang, senior member of the grain firm of Peter Lang & Co. of Aylesworth, Ind., died at his home near that city recently of typhoid pneumonia. He was the Republican nominee for treasurer of Fountain County, and, had he lived, it was thought his election would have been a certainty. He was 38 years of age, and leaves a wife and four children.

At the last semi-annual meeting in August last of the Manchester Ship Canal Company it was officially reported that the sea-borne tonnage of merchandise carried by the canal was for the half-year 980,000, an increase of 197,000 tons over the same half-year of a year ago, while the debit balance of a year ago of £894 was changed this year to a credit balance of £20,573. The net betterment of the finances of the corporation for the half-year was over 100,000. The chairman said that he was "convinced that the grain elevator would have a very powerful influence in drawing traffic to Manchester," and added that he had already "heard that millers and merchants who were taking delivery of grain from Manchester were greatly delighted with the promptitude with which the grain is delivered. A barge was recently loaded by the elevator with fifty tons of loose grain in 30 minutes." This elevator, which was designed and erected by John S. Metcalf & Co. of Chicago, was illustrated in the "American Elevator and Grain Trade" for May 15, 1898.

COMMISSION

C. D. French has opened a grain office in the Exchange Building, at Kansas City.

The Wadsworth Commission Co., of Chicago, has certified to a dissolution of the corporation.

Logan & Birch is a new firm at Winnipeg, Man., that will do a general grain commission business.

L. A. Tilley, formerly of Toronto, expects to open up in Winnipeg, Man., as buyer for an exporting firm.

C. B. Eggleston & Co. of Chicago have incorporated with a capital of \$100,000 to do a general commission business.

William Jones, a prominent grain and commission man of the Pacific Coast, has established an office in Tacoma, Wash.

E. E. Bagley has transferred the office of his feed and grain business from Woodstock, Ill., to quarters in the Old Colony Building, at Chicago.

On September 29 Early & Daniel, a Cincinnati commission firm, was awarded a government contract for supplying 55 cars of oats at 95½ cents per hundred.

F. W. Fritsche, who has represented Chas. E. Lewis & Co., of Minneapolis, at Fergus Falls, Minn., was recently transferred to Crookston to establish a branch there.

The grain brokers and commission men of Indianapolis, Ind., had a meeting recently with representatives of the revenue department and discussed several points of the revenue law.

The Bell Commission Company of Milwaukee, Wis., started in on the second year of its existence July 1, 1898, and reports that this far on the crop, the volume of business since July 1 has been twice as large as during the same period of last year and is steadily growing.

The Croil-Furlong Co. of Milwaukee, Wis., evidently believe in having their business cards serve for purposes additional to those of introduction. The rear side contains tables for finding the freight per bushel at any given rate per 100 pounds, on wheat and clover seed, corn, rye and flaxseed, barley and Hungarian seed, and oats.

John J. Kellar, who has been buying for the American Cereal Co. of Chicago for the past nine years, has formed connections to work with Arthur Sawers, who handles the receiving business of the Calumet Grain & Elevator Co. of Chicago. This combination will give the Calumet Company an exceptionally strong team. Mr. Sawers has an established reputation for fair dealing, and is well known among western grain shippers. Mr. Kellar knows the grain business thoroughly and will be at home among the cash grain crowd on the floor of the Chicago Board of Trade, as well as when traveling among the Illinois dealers. Arrangements will be made by which both Mr. Sawers and Mr. Kellar can alternately visit the trade outside of Chicago, the one taking care of the Chicago business during the other's absence. This plan will give Mr. Sawers an opportunity to call on his friends more often, a privilege which he has not been able heretofore, owing to circumstances, to enjoy.

OUR CALLERS

We have received calls from the following gentlemen prominently connected with the grain and elevator interests, during the month:

E. Bentke, Naperville, Ill.
G. H. Dickey, Racine, Wis.
C. O. Bartlett, Cleveland, O.
E. S. Johnson, Lowden, Iowa.
L. T. Hutchins, of L. T. Hutchins Co., Sheldon, Ill.
Jno. Forrest, representing E. P. Allis Co., Milwaukee, Wis.
L. E. Barbeau, president S. Howes Co., Silver Creek, N. Y.
L. O. Lemon, representing Richmond City Mill Works, Richmond, Ind.
H. F. Mooers, manager Goderich Elevator & Transit Co., Goderich, Ont.
C. N. Howes, president Invincible Grain Cleaner Co., Silver Creek, N. Y.
G. H. Stephens, manager Eastern branch Webster Mfg. Co., New York City.
R. W. Jessup, Minneapolis, Minn., representing the Invincible Grain Cleaner Co., Silver Creek, N. Y.

William Henning and his partners, Thomas Gibson and Oliver R. Stratton of Chicago, were fined \$500 and costs by Judge Chetlain on a conviction of running a bucket shop. This is but one of four indictments against the firm, and the fine is the maximum.

TRANSPORTATION

The 20-mile gap to complete the Texarkana & Shreveport R. R. will be finished by November 1.

According to the Omaha Daily Bee, the coming year already promises several big railroad projects of importance to Nebraska.

The Chicago & Northwestern road has ordered 3,250 freight cars in Chicago, the Burlington 800, and the Northern Pacific 300.

The Choctaw & Memphis is a new road to be built east and west across Arkansas to Memphis, 272 miles from the Oklahoma line.

It is said that a large lake steamship company has let the contract for several vessels to carry grain through the lakes direct to Europe.

It is a current rumor at San Francisco that the North German Lloyd S. S. Co. will run a line of steamers from some Pacific Coast port to Asia.

The Rockefeller ships are now hauling grain to Buffalo in place of ore, having made charters for 1,000,000 bushels of wheat at Duluth during October.

Oswego marine interests are vigorously agitating the movement for the abolition of Welland Canal tolls, which movement the Buffalo interests oppose.

Anacortes, Wash., made the first shipment of 1893 oats to California, September 26, 230 tons. It is expected these shipments will reach 20,000 tons during the season.

The Philadelphia Board of Trade and other grain and trade organizations of that city oppose the proposed abolition of tolls on the Welland Canal, because it would divert grain from that port.

The Lehigh Valley road has been making rates that has diverted grain into Philadelphia rather than to Boston and New York; and Philadelphia shipments abroad have lately been unusually heavy.

The Santa Fe has secured three steamers, ranging from 4,500 to 7,500 tons burden, for service between San Diego and Yokohama and Hongkong. The first boat will leave San Diego about December 15.

The railroads through the Car Service Association of Chicago have notified all hay receivers that a demurrage of \$1 per car will be charged whenever cars are held longer than forty-eight hours unloaded.

The Leyland line has made arrangements for sailings from Portland, Me., to Liverpool, during the winter, and from Montreal during the summer hereafter, giving each port five new cargo steamers. The line is a Boston-Liverpool line.

The Montreal Transportation Company loaded the first lot of new Manitoba wheat on their steamer at Fort William October 3, comprising about 100,000 bushels. The rate quoted from Fort Williams to Montreal was 5½ cents per bushel.

Quite a large fleet of lake boats was recently transferred to the Atlantic service. Their carrying capacity is estimated at 700,000 to 800,000 tons down-bound. The removal of these boats will temporarily stiffen rates, but it is expected that big steel carriers will eventually take their places.

The S. S. Superior City cleared from Superior September 22 with 241,800 bushels of grain (at 1¼ cents), 260,000 bushels of which was wheat, breaking the Superior record to that date. On September 27 the whaleback Alex McDougal, which holds the Lake Superior cargo record of 7,318 tons, took out 233,000 bushels of that cereal and other grains to make a total of 250,000 bushels.

Lake freights have been stiffening as the end of the navigation season approaches. The Duluth rate to Buffalo was 2 to 2½ cents October 1 on wheat, and the Chicago-Buffalo rate 1½ cents on corn. Minor points were also strong, as for instance, Manitowoc to Buffalo, 2 cents; Chicago to Port Huron, 1½ cents, and to Kingston, 3 cents; barley and oats, Milwaukee, 1½ cents on former and 1¾ cents on latter.

The freight traffic passing through the Sault Ste. Marie this season beats all previous records. The greatest previous traffic was in 1897, when 1,628,000 tons passed westward and 9,176,305 tons passed eastward, making a total of 10,805,004 tons. The official reports for this year show that 2,823,396 tons passed westward and 9,790,243 tons eastward, a total of 12,613,539 tons. One noteworthy fact is the increased tonnage of the vessels, the average being 1,144 tons in 1898, 1,016 in 1897 and only 826 in 1896. The growth of the lake traffic has been wholly in iron ore and coal freights, for there has been a very heavy falling off in the movement of grain. This is due in part to the comparison with a season when the grain movement was heavy;

in part also to the low rates made by the railroads which carry grain in competition with the water route.

The late Minneapolis-Milwaukee agreement as to rates to both cities has not settled the matter by any means; for the rates had hardly been agreed to than the Minneapolis & St. Louis announced a reduction of grain rates to Minneapolis to take effect October 20, to the extent the St. Paul and Northwestern roads were expected to reduce them to Milwaukee. The last named roads, with the Omaha, will meet the cut, and a general war is anticipated.

From Poor's Manual of the Railroads for 1898 it appears that the total mileage of all the surface steam railroads in the States in 1897 was 236,911, as against 235,482 miles for 1896; total assets, \$11,931,613,653, against \$11,807,497,213; total number of miles operated, 181,132.70, against 180,891.19; tons of freight moved, 788,385,448, against 773,868,716; that there was a decrease in the number of passengers carried of about 3,000,000; that about \$1,300,000 more was paid in dividends in 1897 than in 1896, and that there was a total surplus of over \$27,000,000, as against \$11,000,000 odd in 1896. The total gross earnings for 1897 showed a reduction of about \$2,000,000, compared with 1896; while the total net earnings were increased by about \$6,000,000.

Rates in the Southwest from Kansas City to the Gulf and eastward are wholly demoralized on grain and flour. On September 24 an open reduction in grain rates from Kansas points to all of its terminals, including Chicago, Mississippi River points and Galveston, was made by the Atchison, Topeka & Santa Fe. The cut amounts to 5 cents per 100 pounds on wheat and 2 cents per 100 on corn. This made the rate on both wheat and corn from Kansas points to Chicago just 10 cents per 100, the former rate on wheat having been 15 cents, that on corn 12 cents. This cut was at once met by all the western roads. The demoralization then extended to the Eastern lines, and also to the lines to Memphis, New Orleans and Galveston. The bulk of the tonnage is now going east through St. Louis to Newport News and Baltimore at a 12-cent rate from Kansas City, or from trans-Missouri territory, to the Gulf ports on a rate of about 10 cents. The Chicago-New York or Baltimore rate is from 6 to 9 cents higher than the St. Louis-Baltimore rate.

THE RUSSIAN CROP.

Hon. John W. Bookwalter of Springfield, Ohio, is now traveling eastward over the Trans-Siberian Railway. Under date of August 14 he has written a letter published at Springfield from a point in Siberia, 100 miles east of the Ural Mountains, giving in interesting detail his impressions of the country east of Moscow. In Russia in Europe the country along the railroad, he tells us, is a black soil prairie similar to Illinois and Iowa, every acre of which is cultivated. But once across the Ural into Asia, the traveler enters a land of sparse population, uncultivated lands and generally wild aspect.

Between Moscow and the mountains the railroad crosses the great wheat fields of the Valley of the Volga, of which Syzran and Botraki are the chief centers for handling the grain. Speaking of the wheat crop for this crop year of this immense territory, Mr. Bookwalter says:

"Throughout the whole distance, almost to the Ural Mountains, nearly 1,000 miles, the crops at best were very poor; but in five governments, of which Samara is the center, and embracing a region of fully 500 miles square, the crops—even grass—were an absolute failure. In the government of Samara (twice as large as Belgium) they were completely burned out, and will not be enough to support one-fifth of their population. Much distress is anticipated there this winter, and I learned as I passed through that the Czar had just given 500,000 rubles for their relief. This stricken district is in the Volga region, and the finest spring wheat and cereal section in Russia. They usually produce immense crops there, and have generally a large exportable surplus. As that region has from 10,000,000 to 12,000,000 of people, it will require the importation of an immense quantity of grain to make up the deficiency and prevent great suffering. A Russian official connected with the railway ministry told me that they expected to have to import into those provinces not less than 80,000,000 bushels of grain this year. I learn that in Southern Russia and the Caucasus they have very heavy crops, but it is doubtful if the excess there and in other quarters of Russia will this year much more than make good the terrible deficit in the unfortunate localities. I cannot see, under the circumstances, how wheat is to remain down in price."

Mr. Bookwalter reports as his observation traveling eastward through Europe, that the Aus-

trian wheat crop in the Tyrol up to Vienna was not good; from Vienna to the Russian frontier the prospect for wheat, rye and oats was poor, while Poland's crop was even worse.

FIRES IN GRAIN ELEVATORS.

The money lost by the destruction of grain elevators by fire in Chicago since 1890 figures up over \$4,000,000. More than 50 per cent of this loss was covered by insurance. Owing to the conditions that prevail in such structures, their susceptibility to quick ignition, and the difficulties growing out of the height and character of the buildings, it is very hard, and often impossible, to get the upper hand of a fire after it has gotten a fair start.

The largest elevator fire that has occurred in Chicago, and the one which entailed the greatest loss, was the one which destroyed the Chicago & Pacific elevators, "A" and "B," on October 26, 1896. In that fire \$1,200,000 went up in flames, the greatest loss being on the grain stored in the elevators. While no lives were lost, a number of firemen were slightly injured. When Armour's elevator "D" was destroyed, May 12 of this year, \$1,000,000 went up in smoke. This was the next largest of the fires of this character.

On January 26, 1897, the burning of the Chicago Elevator and Malthouse, at One Hundred and Twenty-third Street, entailed a loss of \$400,000. Dennis & Curtis' elevator was destroyed January 14, 1894, sustaining a loss of \$350,000.

While the Northwestern Elevator fire of last year burned only \$200,000 worth of property, it was one of the most disastrous in point of casualties to firemen. For this reason, it is still fresh in the minds of the Chicago people. Seven brave firemen were killed and more than thirty injured. Chief Svenic came near losing his life by a falling wall, which buried a number of his men.

The loss on the recent elevator fire of the Chicago Terminal was estimated at \$250,000. Strange to say, this was the first elevator to burn at night in years, and for that reason the spectacular effect was grand. The flames illuminated Chicago for a radius of five miles.

The following table tells the story of losses by elevator fires in Chicago since 1890, the figures being approximately correct:

1890-1 (3).....	\$ 300,000
1892-3 (1).....	100,000
1894-5 (1).....	400,000
1896 (1).....	1,200,000
1897 (3).....	600,000
1898 (2).....	1,400,000
Total....	\$4,000,000

This great loss is partly due to the fact that Chicago is the largest grain center in the world, requiring at present nearly 100 elevators in which to store and handle the grain that is concentrated here and then shipped away.

The next largest single elevator fire outside of Chicago occurred in Buffalo, N. Y., August, 1893, when the Coatsworth Elevator, containing 20,000 bushels of wheat, was completely destroyed, entailing a loss \$1,000,000. Minneapolis follows with the loss of the Minnesota Terminal Elevator, March 2, 1896, valued at \$300,000. St. Louis suffered losses of \$600,000 and \$700,000 respectively, when the Carondelet Elevator "C" and the Union Elevator burned on January 22, 1893, and January 26, 1898, respectively. Just three weeks previous to the last big elevator fire in St. Louis, Stockton, Cal., witnessed the destruction of granaries, which were estimated to be worth \$600,000. Toledo, Ohio, has not forgotten the burning of the D. & M. Elevator "B," December 29, 1893, when \$600,000 went up in flames.

Since 1890 the following cities have suffered most by elevator fires:

Chicago.....	\$4,300,000
St. Louis.....	1,569,000
Buffalo.....	1,210,000
Toledo.....	1,030,000
Minneapolis.....	900,000
Stockton, Cal.....	600,000
Indianapolis.....	338,000
Portland, Ore.....	325,000
Peoria, Ill.....	250,000

The statistics from which the foregoing figures were taken show that since 1890 nearly \$15,000,000 worth of elevators and grain stored therein have been destroyed by fire in the United States. All of the statistics in this article are the statistics of the property loss.—Insurance Post.

A telegram from Topeka, Kans., September 26, said grain men estimated that 100 flouring mills in that state had shut down for want of wheat.

A. H. Bewsher, the new secretary of the Nebraska Grain Dealers' Association, has his office on the third floor of the Board of Trade building in Omaha.

BARLEY AND MALT

Charles Rahr, Jr., will build a malthouse at Oshkosh, Wis.

Canadian barley began to arrive at Oswego, N. Y., for local consumption September 29.

The Columbia Malting Co. of Chicago is erecting three steel storage tanks 60 feet diameter by 110 feet high.

The stocks of California barley October 1 at Porta Costa, Stockton and San Francisco amounted to 32,059 cents.

The Lytle-Stoppenbach Company, maltsters at Jefferson Junction, Wis., will build a 300,000-bushel elevator at that point.

The Union Brewing Co., Detroit, and the Fulton County Brewing Co., Johnstown, N. Y., have new breweries in operation.

Of the several malthouses in Clyde, N. Y., it is said that of A. H. Smith is the only one that will be operated this season.

The American Malting Company has declared the usual 1 1/4 per cent quarterly dividend on preferred stock, payable October 15.

Neidlinger & Sons of New York City recently purchased another No. 9 Cyclone Dust Collector from the Barnard & Leas Mfg. Co., Moliae, Ill.

The Burlington Malting Co., Racine, Wis., was incorporated August 24; capital \$15,000. Incorporators: J. G. Muelley, W. P. Petrie and Henry Weygand.

Buerger's Malting Co., Mayville, Wis., has elected the following officers: President, Antov Buerger; vice-president, Xavier Sterr; secretary and treasurer, Peter Buerger.

Neidlinger & Sons of New York City have purchased the malting plant of the Parsons Malting Company at Sodus Point, N. Y., which they will operate this season.

In addition to the new Northwestern Malt & Grain Company, who will build at Cragin on the Northwestern and St. Paul tracks, there is a rumor of still another malting company for Chicago.

Albert Schwill & Co., maltsters of Chicago and Cincinnati, have adopted as a trademark the picture of a perforated malting cylinder of the system of pneumatic malting in use by them at Chicago.

Daniel H. McMillan of Buffalo has gone to Quebec to urge upon the American commissioners that the duty on American barley be reduced or abolished in the interests of the New York state maltsters.

The following are among the recent changes in brewing firms: Wegenast & Berger, Louisville, Ky., have been succeeded by Martin Senn; F. J. Hajek succeeds F. J. Kobes & Co. at Wilbur, Nebr.

Enlargements of brewing plants are reported from Tampa, Fla., by the Florida Brewing Co.; from Cumberland, Md., by the Cumberland Brewing Co.; from Rochester, Minn., by the Schuster Brewing Co.

Work has begun on the rebuilding of the Stevenson malthouse at Oswego, N. Y., burned some time ago. The malthouse will have 700,000 bushels' annual capacity. Steel tanks will be erected for storage for 300,000 bushels.

The Chicago O'Neill Grain Co., Chicago, have recently opened an office in Buffalo, N. Y., giving them better facilities for serving their barley customers in the East. Mr. Dudley Irwin will be in charge of the office in the Board of Trade building.

The Northwestern Malt & Grain Co., Chicago, recently organized by B. F. Hales, of the late Hales & Curtis Malting Co., and B. F. Gibney, have bought land at Cragin, where an elevator of 300,000 to 500,000 bushels will be erected at once. Later on a 1,500-bushel malthouse will be built.

J. F. Dornfeld, Chicago, has been granted a patent, No. 610,586, September 13, 1898, for an improved malt kiln. A special feature is a construction of a hopper bin under the drying floors, the inclined wall of said bin having an opening with a valve so arranged at an angle and so supported as to close normally but to open for ventilating purposes only under the weight of malt on and moving across it.

The Seitz Malting Co., which has been located at Easton, Pa., since 1828, has removed to Buffalo, where the company has secured the Queen City malt house, with a capacity of over 250,000 bushels. Charles Seitz, the senior member of the original firm, still retains his interest and direction of the company's affairs, while Charles F. Seitz succeeds

to the interests of his late partner, Frederick Seitz Jr.

New breweries are projected at New Orleans by the Columbia Brewing Co., capital \$100,000; Des Moines, Iowa, by William Aullman; Ottumwa, Iowa, by the Ottumwa Brewing Co.; Raleigh, N. C., by J. C. McKee and others, also by Emil Schimpf of Philadelphia, and also by Anthony Bauman of Scranton, Pa.; at Columbus, Ohio, a coöperative plant by the Liquor Dealers' Association.

IMPORTS AND EXPORTS BARLEY AND MALT.

IMPORTS.	Bushels.	Value.
Barley, August, 1897.....	5	\$ 2
do. 1898.....	0	0
Eight months ending August, 1897.....	772,197	212,929
do. 1898.....	16,148	5,398
Barley malt, August, 1897.....	12	8
do. 1898.....	400	325
Eight months ending August, 1897.....	10,354	8,652
do. 1898.....	4,369	4,063
EXPORTS.		
Barley, August, 1897.....	2,033,123	1,008,457
do. 1898.....	52,769	31,311
Eight months ending August, 1897.....	10,837,371	4,195,307
do. 1898.....	3,400,440	1,644,345
Barley malt, August, 1897.....	24,519	15,409
do. 1898.....	38,271	28,033
Eight months ending August, 1897.....	40,367	37,707
do. 1898.....	28,588	25,524

UNITED STATES MALTSTERS' ASSOCIATION.

The first annual meeting of the United States Maltsters' Association was held at Buffalo in September. The membership includes between 50 and 60 malting firms. The most important sessions of the convention were "executive," the business transacted being withheld from the public.

Among the important topics publicly discussed was the bag question, the debate resulting in the adoption of a motion that the committee on legislation be instructed to prepare a plan for a system that shall secure to each maltster the return of his own branded bags.

Officers were elected as follows: John C. White of Buffalo, president; J. H. North of Davenport, Iowa, vice-president; O. M. Pettit, Kenosha, Wis., treasurer; J. H. Pank, Chicago, secretary. The following were elected members of the executive board: For one year—Jos. Kam of Buffalo and George F. Neidlinger of New York City; for two years, George W. Goes of Milwaukee, and C. B. Tillinghast of Albany; for three years, William C. Van Vliet of New York City, and Andrew Pick of West Bend, Wis.

The following committees were named: On legislation, O. M. Pettit, Kenosha, Wis.; J. H. Pank, Chicago; Andrew G. White, Albany, N. Y. On arbitration, Henry C. Moffat, Buffalo; Louis Helman, Piqua, Ohio; Jos. Lytle, Jefferson Junction, Wis. On appeals, William J. Head, Chicago; Augustus F. Scheu, Buffalo; Jos. Strouse, New York City. On literature and statistics, Reinhardt Rahr, Manitowoc, Wis.; Thomas Gordon, Oswego, N. Y.; William O. Schlosser, Hamilton, Ohio.

The next annual meeting will be held on the first Tuesday in August, 1899, at Detroit.

THE WORLD'S BREWING STATISTICS.

The annual brewing statistics tables of "Gambinus" of Vienna for 1897 gives the total beer production for the world as 176,622,360 barrels. The number of breweries in the world is given as 42,185, a decrease since 1896 of 663, although the product was increased in 1897 over 1896 by 2,795,379 barrels, showing that the tendency of brewing the world over is to consolidate into a few hands, and that this movement is going on very rapidly.

America's production (this means in the entire hemisphere) in 1897 was greater than either Germany's or England's, although Germany had 21,236 breweries, and England had 8,196, while the United States has barely 1,900 breweries, or say not over 2,200 for the entire hemisphere.

The per capita production (not necessarily consumption, of course) is greatest in Bavaria, 282.4 liters (one liter equals 1.05 quart). Wurtemberg follows with 235 liters; Salzburg coming third with 203 liters; Belgium fourth, 146.8 liters; and Great Britain fifth, with 136.9 liters (an increase of one-tenth of a liter). In America the proportion is lower, viz., 74.15 liters, while the smallest relative producers in Europe are Italy (1.93), Servia (1.9), Bulgaria (1.8), and Spain (1.15 liters).

The aggregate consumption of malt for the world is given as 7,227,315 tons (increase 118,600 tons), of which 2,283,004 tons were used in England, 2,246,473 tons in America, 1,482,631 tons in Germany, and only 452,103 tons in Austria-Hungary.

The largest brewery in the German Empire is the Schultheiss Brauerei of Berlin, which in 1897 produced about 600,000 barrels, considerably less than the Pabst concern at Milwaukee or the Anheuser-Busch concern at St. Louis. The two largest Bavarian breweries are the Actien-Brauerei Löwenbräu (504,888 hectoliters) and the Gabriel Sedlmayer "Zum Spaten" (500,000 hectoliters). The largest Austrian brewery is that of Anton Dreher of Schwechat, 661,977 barrels.

PRESS & COMMENT

PERTINENT QUERY.

If corn can be shipped from Philadelphia in large quantities, why not wheat, rye, barley, oats and all the grains? What authority decrees that Philadelphia shall ship corn and no other grains?—Philadelphia Inquirer.

GREAT TRIBUTE TO AMERICAN ELEVATOR BUILDERS.

That the greatest elevator in England should be built on American principle, of American material even down to the nails and bolts, and by American engineers, is a great tribute to the United States.—Des Moines Register.

INVARIABLE RESULT OF DUST EXPLOSIONS.

The disaster at the Union Elevator will no doubt have some effect on the future condition of the rest of the elevators in the city. Dealers in dust machinery are in the city as thick as hops, and they are finding the town at present a good place to sell their wares.—Toledo Commercial.

VERY TRUE.

The Chicago capitalists who are said to be enlisted in this enterprise had no other business in the world except the shipping of grain, and had no interest in railways except such as they may recently have bought in the Baltimore & Ohio, nor any business enterprises or concerns in any Eastern city except Baltimore, and if the grain trade of Chicago were conducted not as a business to make money, but as a hospital for lame transporting interests, these speculations might have more weight.—New York Tribune.

MR. LEITER AND THE PRICE OF WHEAT.

The falls in the price of wheat, so continuous from 1882 to 1896, as well as declines in prices for other food staples, have been natural and inevitable, as have the advances obtaining during the last two years. Therefore, we need not attribute the prosperity of the farmer, and the resulting prosperity of the nation, to such an ephemeral incident as the operations of Mr. Joseph Leiter upon the produce exchange. Such operations were impossible without such shrinkage in the world's wheat supply as occurred in 1897.—C. Wood Davis.

NOT SO RARE AS THEY MIGHT BE.

Fortunately, casualties of this character are rare. The ease with which big edifices can be aired reduces the danger to a minimum. Dust cannot accumulate in sufficient quantities to become a menace, being carried out through windows and doors, and drawn up in exhausts. Nevertheless, through ventilation of places filled with flour or grain dust should be made a matter of solicitous care, since disaster may result without premonitory signs. The terrific force of the Toledo crash was revealed in the complete demolition of the building.—Baltimore Herald.

COMMON CAUSE OF ELEVATOR FIRES.

An inspector of the Millers' National of this city recently forwarded to the home office a wooden pulley that came from a grain elevator at Red Quay, Ind. The pulley in question is a solid piece of wood grooved on the circumference, and is the lower of the two pulleys around which runs the endless band of buckets used to empty wheat into the bins. It was taken out of the elevator because it had become very badly charred by the friction of the band. Here is cause enough for a dozen fires. We are not informed as to whether the pulley was replaced by another equally combustible, but the probability is that it was.—Chicago Investigator.

ACRES OF GRAIN WAREHOUSES.

While the wheat yield in Whitman County is not as large as expected, yet some idea of its immensity can be gotten from the fact that there has been at least three acres of new warehouse room built this summer. Wheat is stacked from 16 to 28 sacks high, which makes an average of about 33 1-3 bushels to the square foot. Every inch of these three acres of storeroom, together with all the old warehouse and elevator room and a large number of platforms, will be filled this fall. In many places where hauling has only fairly commenced, it is already necessary to pile the grain outside. This is truly a wonderful land.—Colfax, Wash., Commoner.

It is estimated that the 12 counties east of the Cascades, in Oregon, raised this year 18,000,000 bushels of wheat, or more than all the state produced in 1897.

Late Patents

Issued on Sept. 13, 1898.

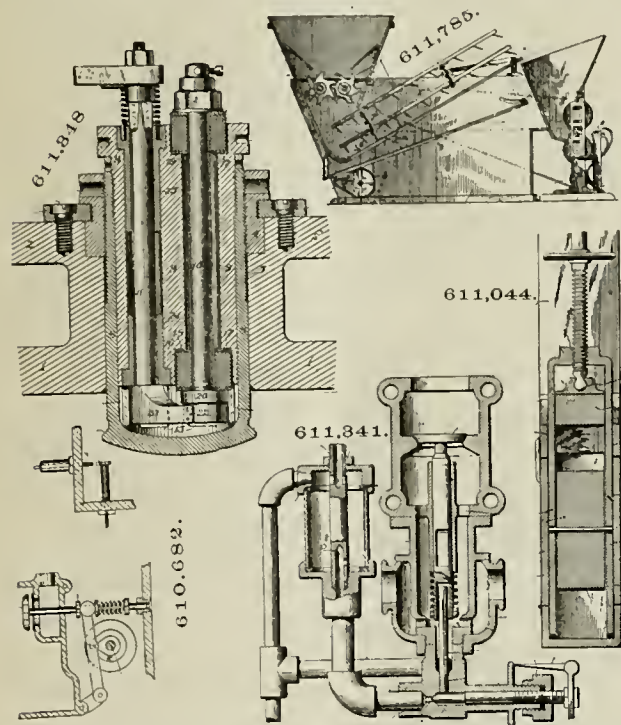
Baling Press.—Washington H. Young, Indianapolis, Ind. No. 610,731. Filed March 11, 1898.

Gas Engine.—Joseph N. Kelly and Wallace M. Kelch, Dayton, O. No. 610,682. Filed March 31, 1897. See cut.

Horse Power.—Lemuel R. White, Hebron, Iowa. No. 610,595. Filed Aug. 3, 1897.

Issued on Sept. 20, 1898.

Grain Bagging Machine.—James W. Henry and Alex. Gunn, Wallace, Idaho. No. 611,121. Filed May 8, 1897.



Grain Elevator.—John W. Stark and George N. Doyle, West Nicholson, Pa. No. 611,044. Filed Feb. 14, 1898. See cut.

Issued on Sept. 27, 1898.

Igniting Device for Gas Engines.—William A. Bole and Thomas J. Hogan, Pittsburg, Pa. No. 611,348. Filed June 30, 1897. See cut.

Mixer and Vaporizer for Explosive Engines.—George W. Starr and John H. Cogswell, Havana, Ill. No. 611,341. Filed Aug. 10, 1897. See cut.

Method of and Means for Delivering Pneumatically-Conveyed Grain, Etc.—Frederic E. Duckham, London, Eng. No. 611,569. Filed May 11, 1897. See cut. Patented in England July 27, 1896, No. 14,283.

Sack Holder.—Monty A. Lyon, Wisdom, Mont. No. 611,498. Filed Aug. 17, 1897.

Issued on Oct. 4, 1898.

Pea or Bean Separator.—Melnotte S. Hill, Canton, Miss. No. 611,785. Filed Nov. 20, 1897. See cut.

RECENT SALES OF ELEVATOR MACHINERY.

The following is a partial list of sales of elevator machinery made by the Barnard & Leas Mfg. Company, Moline, Ill., during the month of September:

J. Wagner Mfg. Co., San Francisco, Cal., one No. 1 Little Victor Corn Sheller and Cleaner.

Savage & Love, Rockford, Ill., one No. 1 Little Victor Corn Sheller and Cleaner.

Frost Mfg. Co., Galesburg, Ill., one No. 1 Victor Corn Sheller.

Milwaukee Elevator Co., Milwaukee, Wis., two No. 6S Cornwall New Method Oat Clippers; two No. 4 Barnard Elevator Separators.

Bossemeier Bros., Superior, Nebr., one No. 2 Barnard W. H. Separator.

B. F. Byrd, Davis, Ind. Ter., one 40-bushel grain hopper.

J. H. White, Linden, Ind., one No. 2 Victor Corn Sheller.

Amana Society, South Amana, Iowa, one No. 1 Victor Corn Sheller; one No. 1 Cornwall Corn Cleaner; two cast-iron adjustable elevator boots.

Hagerty, Hunter & Co., Peoria, Ill., one No. 2 Barnard Elevator Receiving Separator; one No. 2 Barnard Receiving Separator.

Weller Mfg. Co., Chicago, Ill., one No. 1 Victor Corn Sheller; one No. 1 Cornwall Corn Cleaner.

Webster Mfg. Co., Chicago, Ill., one No. 1 Little Victor Corn Sheller and Cleaner.

J. A. Campbell & Son, Lincoln, Nebr., one No. 2 elevator separator.

Seeley, Son & Co., Fremont, Nebr., one No. 4

Victor Corn Sheller, and one No. 4 Cornwall Corn Cleaner.

Fairbanks, Morse & Co., Chicago, Ill., one No. 1 Victor Corn Sheller; one No. 1 Cornwall Corn Cleaner; one No. 2 Cornwall Corn Cleaner; one No. 0 Victor Corn Sheller; one No. 6 Barnard W. H. Separator.

Court Decisions

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL. B., of the Chicago Bar.]

One Who Agrees to Priority of Another's Mortgage Cannot Dispute Its Validity.

Where two chattel mortgages are about to be made, and all the parties are acquainted with the consideration of both mortgages, and with this knowledge it is agreed that one shall have priority, the Court of Chancery of New Jersey holds, July 27, 1898, that it does not lie with the mortgagee who has agreed to the priority of the other to dispute its validity because it was given to secure a pre-existing debt.

A chattel mortgage upon all "seeds and crops, of whatever kind or description, now in the ground, or hereafter to be planted, upon the farm where we now reside," given by a farmer and seed raiser residing on his farm, where, in the ordinary course of husbandry, he raises crops, duly verified and recorded, the court further holds, in Cumberland National Bank against Baker, 40 Atlantic Reporter 850, is a valid lien upon an after-planted crop grown upon that farm, as against mortgages thereon created after the crop was severed. It says that a chattel mortgage made upon any personalty in which the mortgagor has either an actual or a potential property will be recognized at law; but equity will support mortgages or assignments of contingent interests and expectations, and of things which rest in possibility only.

Validity of Promise to Pay Creditor of Seller for Corn.

Where a purchaser of a crop of corn at a fixed price per bushel agreed with the seller to pay the purchase price to a third person in liquidation and payment of a debt due from the seller of the corn to such third person, the Court of Appeals of Kansas holds, August 15, 1898, ease of Hume against Atkinson, 54 Pacific Reporter 15, that the third person could maintain an action against the purchaser on such promise, and for the purchase price of the corn, although he was not one of the contracting parties, and had no knowledge of the contract at the time it was made. And it cites that in a case of similar character to this one, where the third person sued both the purchaser and seller in the same suit before a justice of the peace, and obtained a judgment in that court against both, and the purchaser appealed to the district court, it was held that the third person might still maintain his action against the purchaser, although the judgment against the seller was still standing and unsatisfied. The third party, however, who avails himself of such a contract and claims under its provisions, is subject to the defenses arising out of the contract between the original parties; in other words, the third party, who is here supposed to be a creditor of the seller, gains by the contract no greater rights than the seller had. And when the corn has once been delivered, it becomes immaterial whether the contract was in writing or not.

Ownership of Wheat Raised on Land Deeded to a Creditor as Security.

The owner of a quarter section of land having become indebted to one of the local banks, deeded the land to the bank to secure his indebtedness. But he remained in possession of the land under a verbal agreement with the bank that he should retain from the proceeds of the crops raised by him thereon sufficient to sustain his family, and the remainder to be paid to the bank, to apply upon his indebtedness to it. In the following fall, being unable to procure the seed wheat to put in a crop of wheat, the farmer agreed with the cashier of the bank that he would furnish the personal labor requisite to plant, harvest, thrash and market the wheat, and that the bank was to furnish the money to buy the seed wheat, and pay all cash expenses in planting, harvesting, thrashing and marketing the wheat, and should be the owner of the crop.

Under these circumstances, would the bank mentioned readily be the owner of the crop of wheat raised? Another of the farmer's creditors, a rival bank, which had got judgment against him, had an execution issued and a levy made on the wheat. And the Court of Appeals of Kansas holds, Sedgwick City Bank against Pollard, August 15, 1898, 54 Pacific Reporter 14, that the evidence above outlined did not establish ownership of the crop of wheat in the bank first referred to. It says that a careful

analysis of the evidence shows that the bank was not the owner of the wheat, but, at best, had a lien upon it to secure it for the payments it made in connection with the crop, and to secure its indebtedness against the farmer.

And because a lien upon personal property, not reduced to possession or recorded, is void as to execution creditors, the court holds that, inasmuch as the lien of the bank had not been reduced to possession or filed in the Register of Deeds' office of that county, therefore the levy was properly made upon the wheat as the property of the farmer.

State Grain Inspector Cannot Be Properly Interfered with by Injunction.

Notwithstanding a recognizedly able argument of counsel for an injunction, the Supreme Court of Washington refused one, in the case of Birmingham against Cheetham, August 4, 1898, 54 Pacific Reporter 37, holding that the official conduct of the State Grain Inspector cannot be properly interfered with by injunction when no direct injury is shown on the part of the complainant. Here was an action brought by a grain dealer and taxpayer to restrain the chief grain inspector of the state from further employing or retaining in his employ deputy inspectors, or incurring other expenses under the grain inspection act, and from approving or certifying as correct any bills or accounts for services of said deputy inspectors, or other expenses; to enjoin the State Auditor from signing or issuing any warrants upon the grain inspection fund; and to prevent the State Treasurer from paying any warrant or warrants drawn upon said fund out of the moneys belonging thereto. But the Supreme Court holds that there was no case for an injunction made out, even assuming that the section of the grain-inspection law appropriating the fees from inspection to the expenses thereof should be unconstitutional because not distinctly specifying the sum to be appropriated. If the chief grain inspector had refused to inspect this dealer's grain, or to test and correct his scales, or to issue the proper licenses provided for by the statute, the dealer would then, the court says, have had just grounds of complaint.

Receipts from Private Elevator Men Give No Lien on Unseparated Grain.

The owners of a private grain elevator issued warehouse receipts to various banks, purporting to pledge or hypothecate wheat in their elevator to secure the payment of stipulated sums. The wheat described in all of the receipts was No. 2 in quality, and all in the elevator was of that quality. None of the lots pledged was separated and set apart from the rest at the time the warehouse receipts were issued, nor was it subsequently done. The wheat was in a common mass. And when the proprietors of the elevator made a general assignment, it was ascertained that there was not as much wheat in the elevator by many thousand bushels as was covered by the various warehouse receipts.

One of the banks tried to make out that it had a lien on the wheat in the elevator. But the Court of Appeals of Kentucky refused to go into detail as to the dates of the various warehouse receipts, and the amount of wheat actually in the elevator at the time of their issue. It says that the owners of the elevator did not have a public elevator or warehouse, as they has not compiled, or attempted to comply, with the act of 1880, regulating public grain warehouses in that state; they had never procured a license to transact business under the provisions of that act; neither did they receive grain for storage. The grain in the elevator which they attempted to pledge to secure the various sums to the banks belonged to them.

Under these circumstances, the court holds that the warehouse receipts did not amount to a sale or pledge of the wheat, but that, according to the common law and the Kentucky statute of 1869 declaratory thereof, the receipts were invalid, because the property was not separated and designated by mark.

For these reasons, the court affirms a judgment, Mercer National Bank of Harrodsburg against Hawkins, 46 Southwestern Reporter 717, holding that the banks did not acquire title to the wheat which was described in the warehouse receipts; that they did not have a lien thereon, and treating them as general creditors in the distribution of the assigned estate.

The act of 1880, already referred to, it says, enables persons desiring to store wheat in a public elevator, warehouse or granary to do so and obtain a warehouse receipt therefor, and that, when it is thus delivered to a public warehouseman its identity need not be preserved in order to make valid a receipt which the proprietor may issue therefor. Had this firm been licensed to keep a public grain elevator, and conduct their business as required by the law regulating its conduct, the bankers, the court adds, would not have, in all probability, suffered the losses which they sustained.

Grain shippers out West are beginning to complain of shortage of cars.

New Orleans grain exports for September were 1,502,480 bushels of wheat, 814,880 bushels of corn, 25,000 bushels of oats. Compared with September of last year, these figures represent a decrease of 1,236,128 bushels of wheat, 1,685,256 bushels of corn and 69,110 bushels of oats. Germany and Holland were the heaviest buyers.



[Copy for notices under this head should reach us by the 13th of the month to insure insertion in the issue for that month.]

ELEVATOR WANTED.

Wanted, to buy or rent an elevator and stock yards. Address

C., Box 313, Madison, Nebr.

CORN SCOURER WANTED.

Wanted, one second-hand corn scourer of 50 to 75 bushels' capacity, in condition for doing good work.

H. L. STRONG GRAIN CO., Coffeyville, Kans.

WANTED, LEASE OF ELEVATOR.

Wanted, to lease elevator in Central or Northern Illinois or Iowa, at reasonable terms. Must be in good repair and at a good grain point. Address

T., Lock Box 518, Plano, Ill.

POSITION AS SUPERINTENDENT WANTED.

Position wanted as superintendent or foreman of grain elevator, either large or small house. Thoroughly understand handling, grading and mixing of grain. Have had ample experience, and can furnish good references. Address

SUPERINTENDENT OR FOREMAN, Box 3, "American Elevator and Grain Trade," Chicago, Ill.

REPRESENTATIVES WANTED.

Millwrights, machinery dealers and manufacturers' agents wanted to represent us in their territory, on commission, for the sale of elevating, conveying and power transmitting machinery, mill and elevator supplies. Address

WELLER MFG. CO., 118 and 120 North Ave., Chicago, Ill.



[Copy for notices under this head should reach us by the 13th of the month to insure insertion in the issue for that month.]

ELEVATOR FOR SALE.

Will sell our new elevator, just completed, and well supplied with all necessary machinery. Also coal yards connected. Well located in good territory. Will sell cheap.

S. G. & L. B. CHAMBERLAIN, East Liberty, Ohio.

LINE OF ELEVATORS FOR SALE.

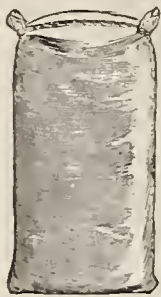
These elevators are admirably situated and in excellent repair. They are handling a large and lucrative trade and will easily pay for themselves in 2 or 3 years. The price is right and the terms are liberal. For particulars correspond with

A. J. NEWELL, Supt., Ottawa, Ill.

ELEVATOR FOR SALE.

We are closing out our line of country stations in order to devote our exclusive attention to track buying and the operation of our cereal mill, which we are erecting here. We have left an elevator at Pierson, on L. D. & W., and dump at Williamsburg, on Vandalia Railway, which we will sell at reasonable figures.

SUFFERN, HUNT & CO., Decatur, Ill.



GRAIN BAGS—BURLAPS.

All kinds of Bags,
New and Second Hand.

ORDERS FILLED PROMPTLY.

W. J. JOHNSTON,

Factory and Office,
182 Jackson Street, CHICAGO.

ROOFING AND SIDING.

The Garry Iron and Steel Roofing Co.,

168 MERWIN STREET, CLEVELAND, O.,

MANUFACTURES



Steel Roofing,
Corrugated Iron,
Siding and Metal
Ceiling.

SEND
FOR CATALOGUE

Write us for Catalogue and
Low Prices on best

STEEL ROOFING, CORRUGATED IRON, ETC.

We are large manufacturers of these goods and can save you money.

SYKES STEEL ROOFING CO.,
611 So. Morgan St., Chicago, Ill.,
and Niles, Ohio

GUARANTY STORAGE WARRANT COMPANY.

Capital and Surplus, \$225,000.

OFFICES:

NO. 189 LA SALLE ST. (CALUMET BLDG.), CHICAGO.

STORAGE WARRANTS

Which are Used for Purposes of Sale or Collateral, Issued ON

Wheat, Oats, Corn, and Mill Products,

Contained in Owners'

ELEVATORS, WAREHOUSES AND CRIBS.

These Storage Warrants (sometimes called Warehouse Receipts), are used to secure loans and to facilitate the sale and delivery of the property they represent. They are especially well adapted to the grain trade where grain is carried at local railway stations and junction points; the property remaining where stored at nominal cost until price satisfactory to the warrant holder can be secured.

Write for Grain Dealers' Circular.

Golf Suits or Swell Clothes

May be worn at pleasure by the Four Hundred or the Four Thousand, at any one of the nine hundred and ninety-nine delightful summer resorts along the lines of the Chicago, Milwaukee & St. Paul Railway in the cool regions of Wisconsin, Minnesota, Iowa and Michigan, not omitting the famous Excelsior Springs of Missouri.

Within three hours' ride of Chicago are some of the most beautiful lakes and country resorts in Wisconsin. Oconomowoc, Waukesha and Delevan are among the list. A little farther away are Elkhart Lake and the Dells of the Wisconsin River; and beyond are Marquette—with its magnificent Hotel Superior—Minocqua, Star Lake, Lake Minnetonka, Lake Okoboji, Spirit Lake and hundreds of other deliciously inviting and invigorating spots where energy will be revived and life prolonged by a visit of a few days or a sojourn of a few weeks.

The season opens early in June and lasts until late in September.

Excursion tickets are sold every day during the summer months. Our summer guide book with list of hotels and boarding houses will be sent free upon application to Geo. H. Heafford, General Passenger Agent, Old Colony Building, Chicago, Ill.

E. R. Ulrich & Sons,

SHIPPERS OF

WESTERN GRAIN,

ESPECIALLY

High Grade White and Yellow Corn.

Elevators through Central Illinois on Wabash Ry., Chicago & Alton Ry., C. P. & St. L. Ry., and St. L., C. & St. P. Ry.

Main Office, 6th Floor, Illinois National Bank Building,

SPRINGFIELD, ILLINOIS.

Write for prices delivered. We do not care to make prices south of the Ohio River, on account of the freights.

COMMISSION CARDS.

[We will not knowingly publish the advertisement of a bucketshop keeper or irresponsible dealer.]

M. F. BARINGER

...SUCCESSOR TO...

J. R. TOMLINSON & CO.

...GRAIN AND MILL FEED...

416-418 Bourse Bldg., Philadelphia, Pa.

Correspondence with millers and grain dealers solicited. Sight draft with bills of lading attached honored on all shipments.

F. W. RUNDELL.

ESTABLISHED 1877.

J. E. RUNDELL.

W. A. RUNDELL & CO.

We buy, delivered Toledo, or f. o. b. your own track, always paying highest market prices. We also give personal attention to consignments. We were brought up in the business. If you are a consignor send your shipments to us. We guarantee you as good satisfaction as you can get anywhere, and at the lowest possible rates.

Correspondence solicited. Ask for daily market letter.

.....Room 4 Produce Exchange, Toledo, Ohio.

EDWARD P. MERRILL,

Millers' Agent.

Flour, Grain and Mill Feed.

OFFICE:

21-2 Union Wharf, PORTLAND, MAINE.

No consignments wanted.
Letters Promptly Answered.

I want a good Corn Account.

J. F. ZAHM.

F. W. JAEGER.

F. MAYER

ESTABLISHED 1879.

J. F. ZAHM & CO.,

GRAIN AND SEEDS,

TOLEDO, OHIO.

SEND FOR OUR RED LETTER. . .

T. D. RANDALL.

ESTABLISHED 1852.

GEO. S. BRIDGE.

T. D. Randall & Co.,

GENERAL COMMISSION MERCHANTS.

GRAIN, HAY AND FLOUR.

Special attention given to supplying millers
with good milling wheat.

219 South Water Street, - - CHICAGO.

CONRAD KIPP.

E. A. GRUBBS.

Greenville

ESTABLISHED 1886

Grain

Membership in Cincinnati Chamber Commerce

Specialty: Milling Wheat.

Reference, by permission,
Farmers' National Bank.

Co. GRAIN, HAY, STRAW.

Correspondence from Mills and
Wholesale Dealers solicited.

GREENVILLE,
OHIO.

COMMISSION CARDS.

B. WARREN.

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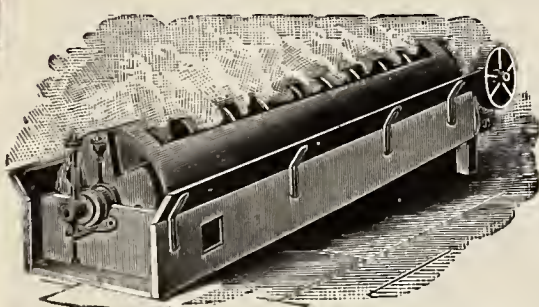
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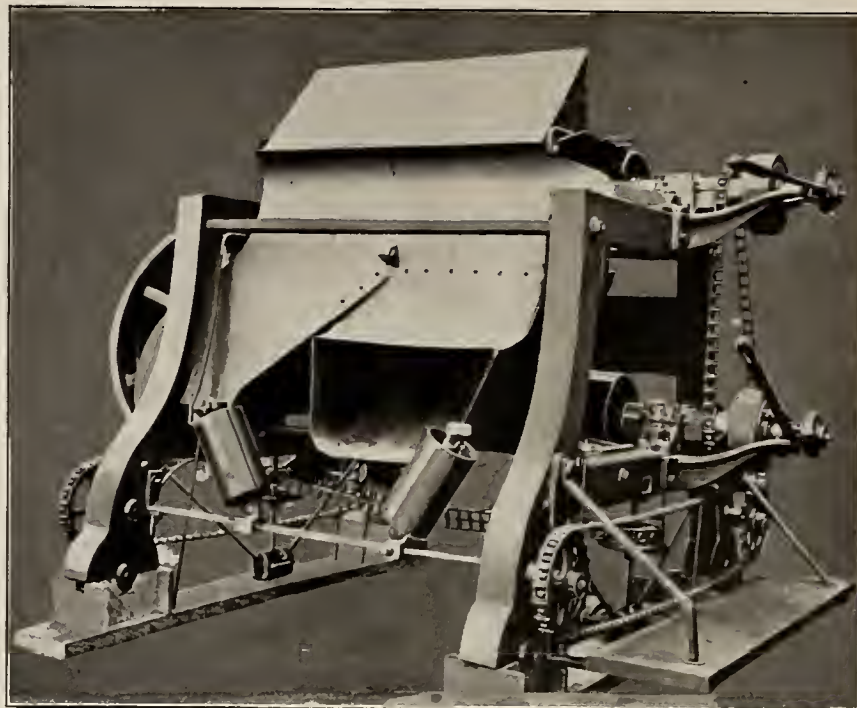
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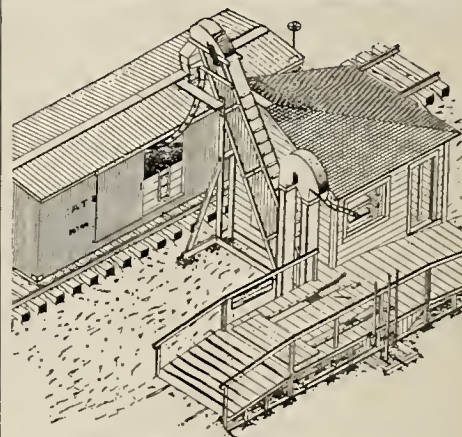
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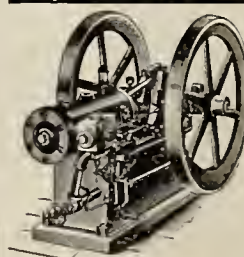
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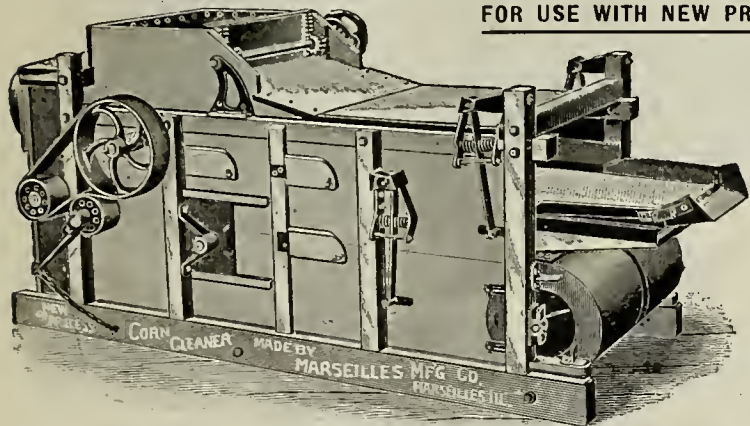
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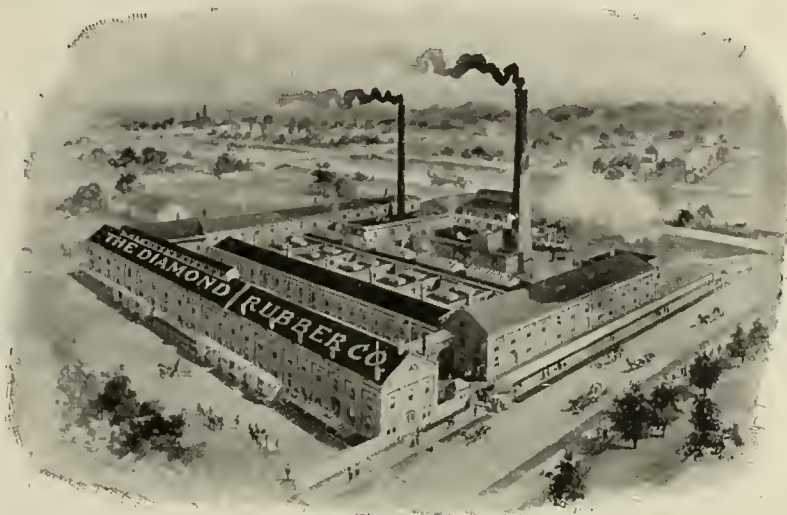
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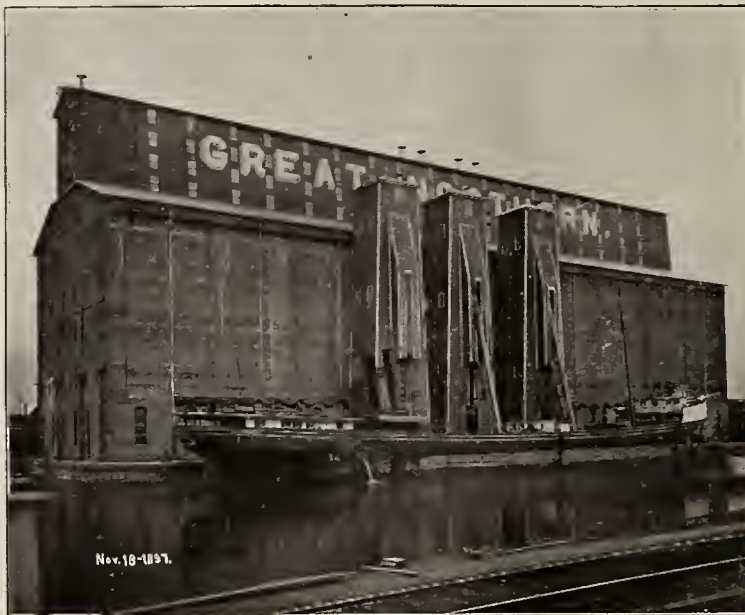
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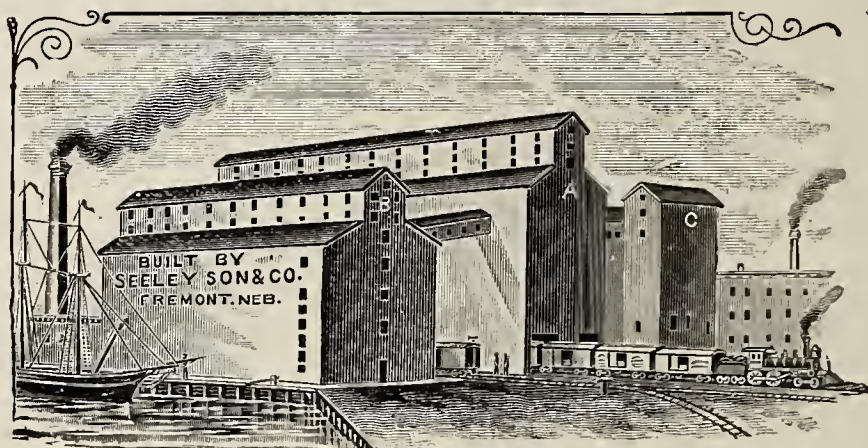
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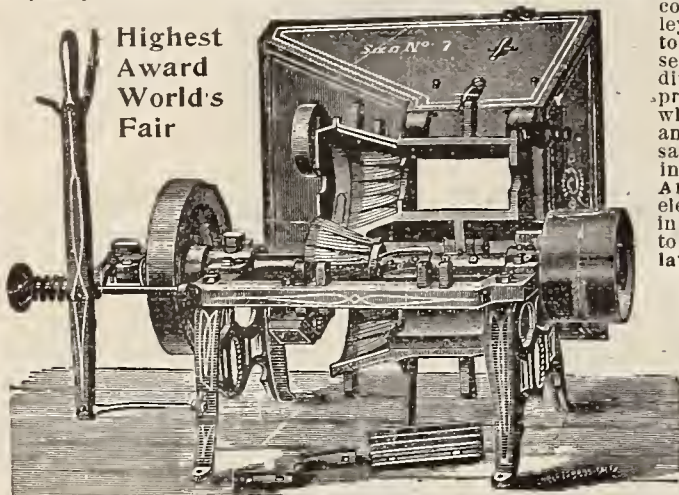


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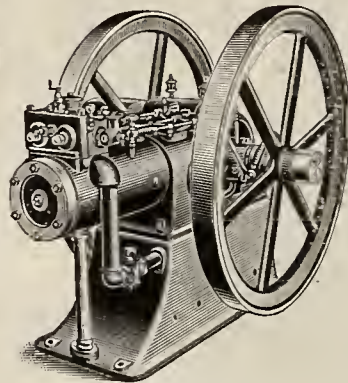
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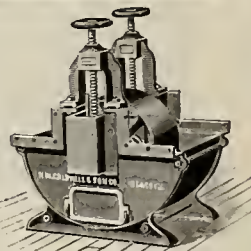
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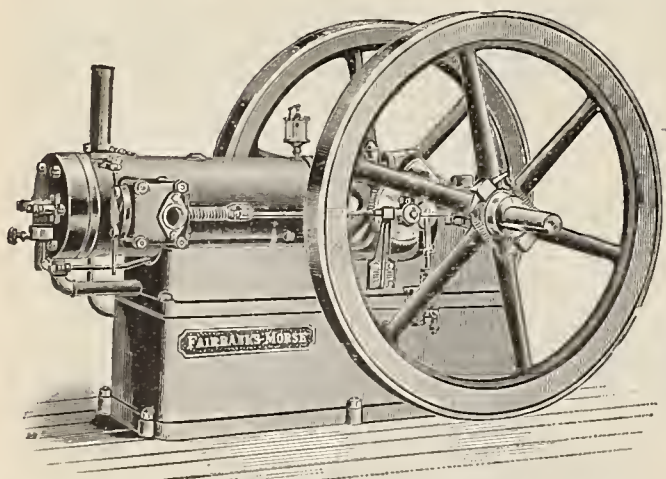
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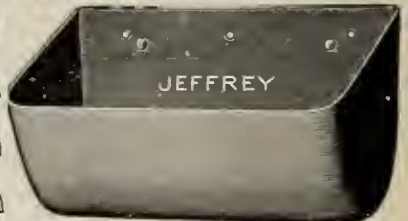


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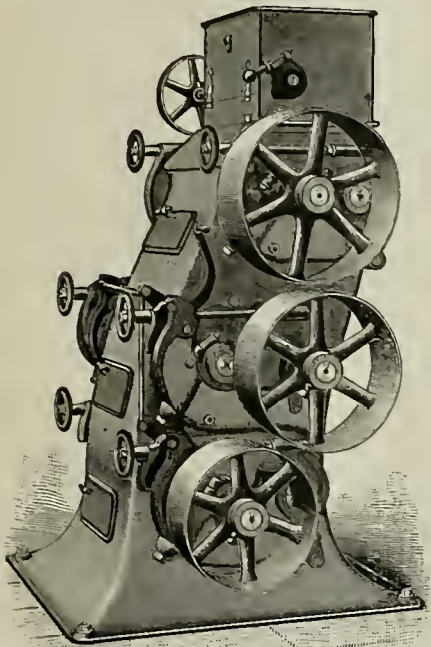
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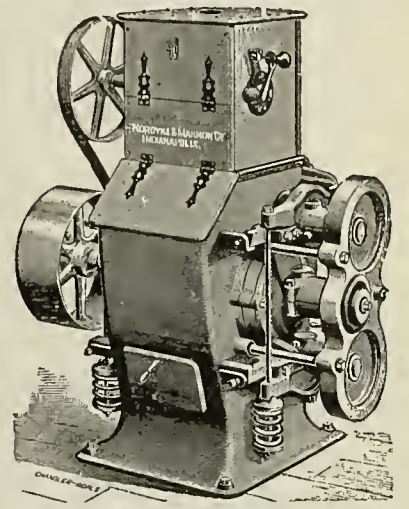


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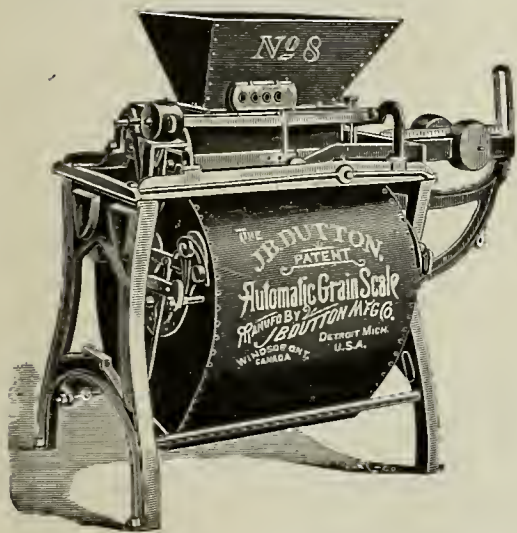
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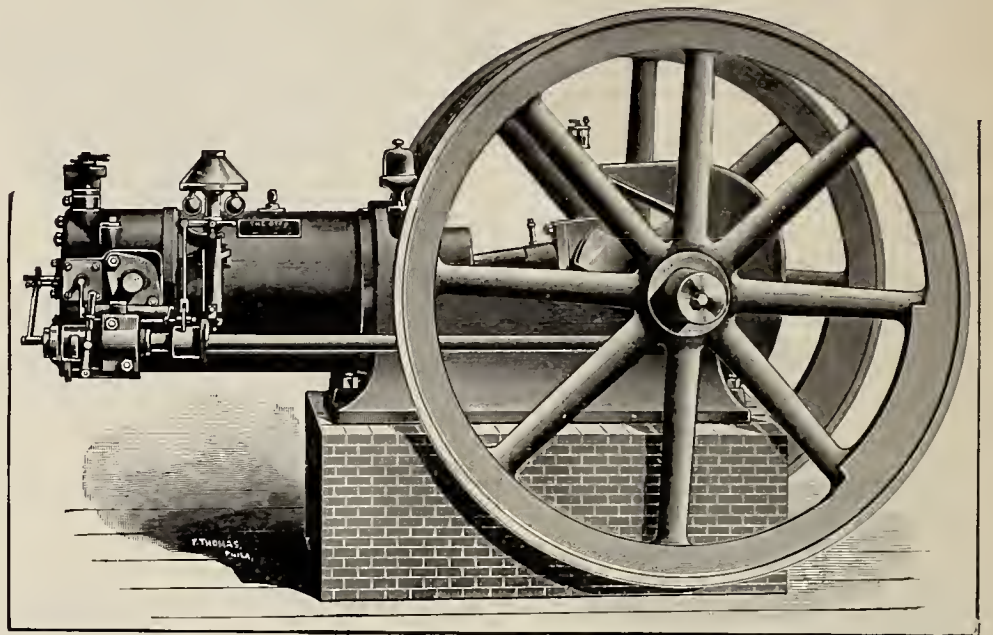
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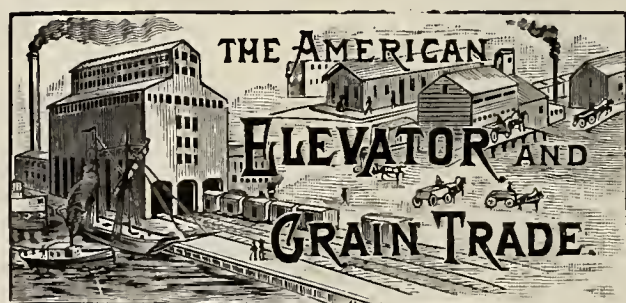
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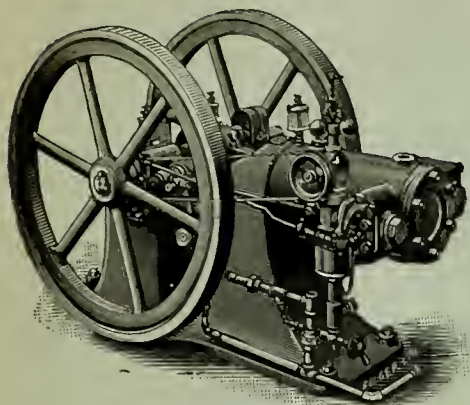
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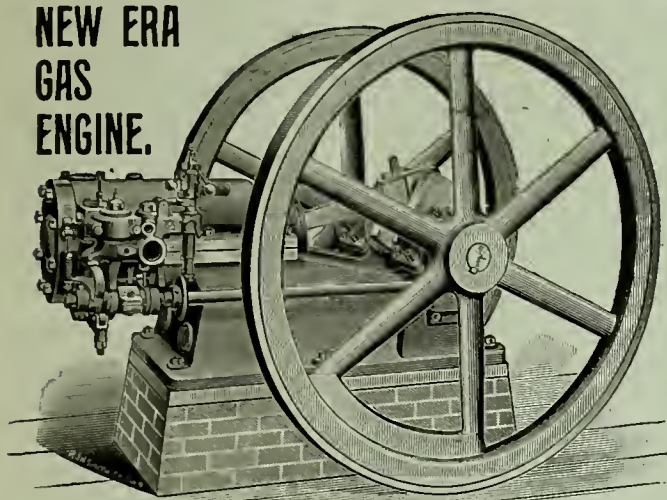
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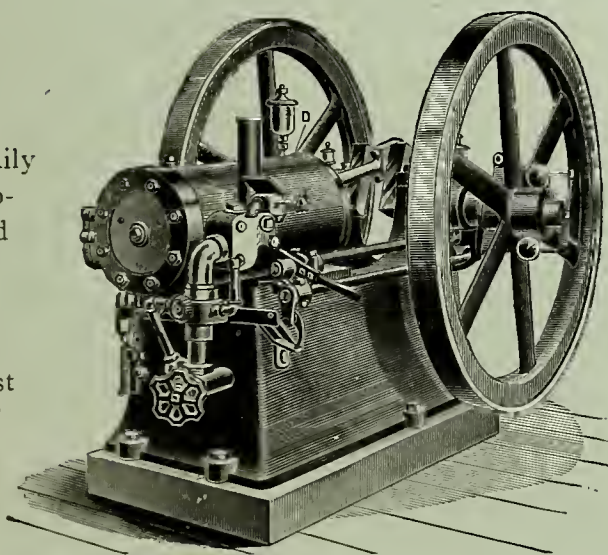
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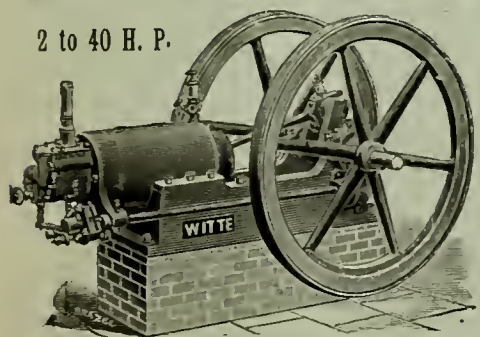
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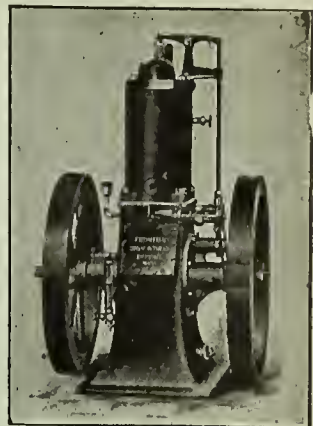
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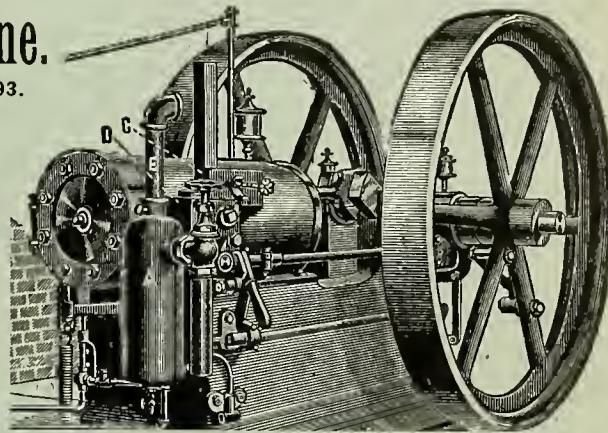
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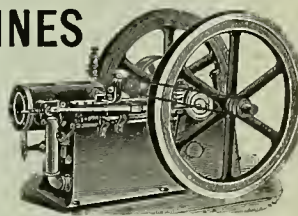
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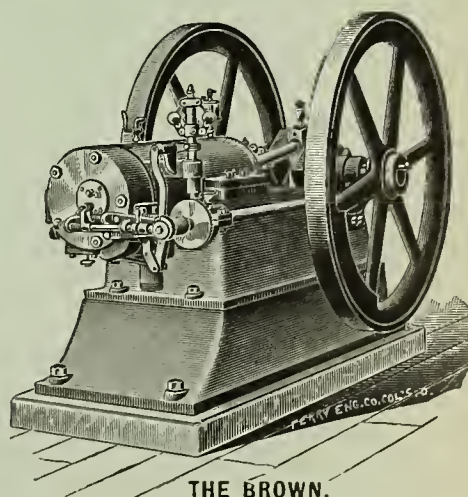


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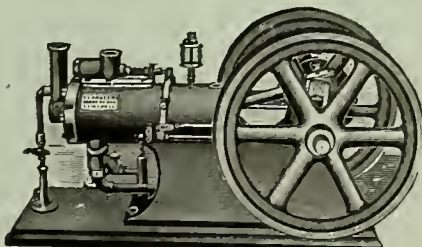
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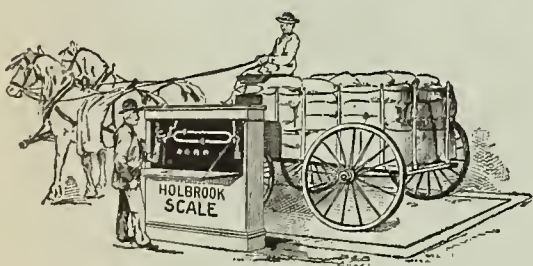
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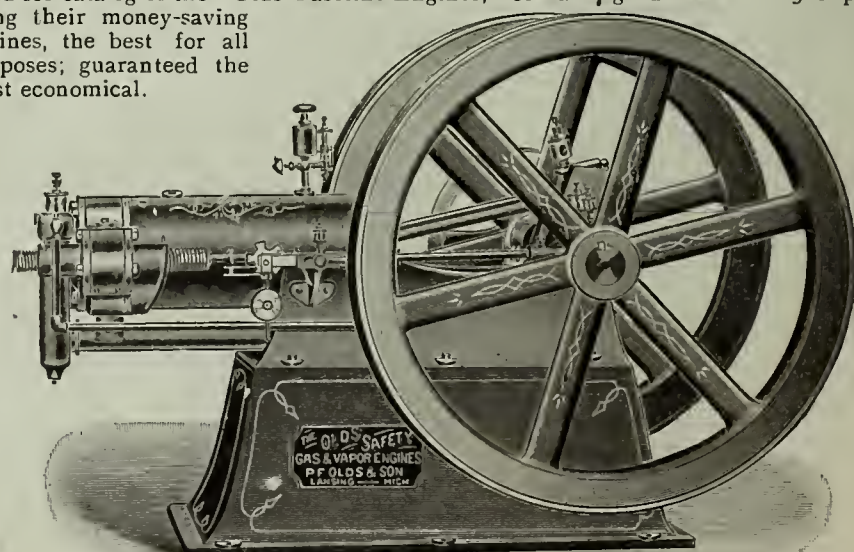
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